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STATE
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MISSOURI

**ACTIVITIES FOR FISCAL YEAR 2001
(OCTOBER 1, 2000 - SEPTEMBER 30, 2001)**

**BOB HOLDEN
GOVERNOR**

**CHARLES R. JACKSON
DIRECTOR
DEPARTMENT OF PUBLIC SAFETY**

**JOYCE F. SHAUL
DIRECTOR
DIVISION OF HIGHWAY SAFETY**

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FOREWORD

Our mission—to reduce the number and severity of traffic crashes and resulting deaths and injuries—requires the staff of the Missouri Division of Highway Safety to work closely with state and local agencies in an attempt to develop programs which are innovative, cost efficient and, above all, effective in saving lives. This is accomplished through development and administration of the Governor's Highway Safety Program.

In keeping with this administration's philosophy to provide quality customer service, we strive to incorporate involvement from both traditional and non-traditional partners in our safety endeavors. Expanded partnerships enable us to reach a broader base of customers with the life-saving messages of traffic safety.

The accomplishments noted in this report would not have occurred without the dedication and foresight of the staff of the Division of Highway Safety and the support of the Department of Public Safety. In addition, the State Highway Patrol; Statistical Analysis Center of the Patrol; Missouri Safety Center; Safety Councils; Southeast and Southwest Missouri Safe Communities; Missouri Advocates for Traffic Safety; Law Enforcement Traffic Safety Advisory Council (LETSAC); and the Region VII National Highway Traffic Safety Administration (NHTSA) office continually provided assistance and helped expand our creativity and scope.

Comments or questions relevant to this report may be directed in writing to:

Joyce F. Shaul, Director
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EXECUTIVE SUMMARY

Guidelines

The Annual Report for the Missouri Division of Highway Safety covers those activities funded for the period October 1, 2000 through September 30, 2001. The structure of this report attempts to follow the guidelines set forth by the national Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) Order 960-2/7510.3A.

Purpose

The National Highway Safety Act of 1966 charges each Governor with the responsibility of establishing a state highway safety program. In the State of Missouri, the program is administered through the Missouri Division of Highway Safety (MDHS), a division of the Department of Public Safety. The mission of the MDHS is to reduce both the number and severity of traffic crashes and the deaths and injuries resulting from these crashes.

Problem Identification

Traffic crashes are, unfortunately, an accepted part of our mobile society. In 2000, there were 193,778 traffic crashes in Missouri resulting in an economic loss to the state in excess of three billion dollars. In these crashes, 78,328 persons were injured while another 1,157 lost their lives. Tragically, motor vehicle crashes are the leading cause of death for those aged 5-34.

Problem Solution

An annual Highway Safety Plan (HSP) is developed by the MDHS utilizing statewide traffic crash data. Statistics are maintained by the Highway Patrol in a repository identified as STARS (Statewide Traffic Accident Records Systems). The Patrol's Statistical Analysis Center compiles the data into a comprehensive report known as the Traffic Safety Compendium. The Compendium contains the following statistics that enable MDHS to produce a data-driven HSP:

- Traffic safety problem areas (e.g., alcohol-related, speeding, failure to use seat belts, engineering issues);
- Geographic High Accident Locations (HAL—hot spots for traffic crashes);
- Demographics (age, gender, urban vs. rural, etc.)

Strategies

State and local governmental agencies are solicited to assist in the development of countermeasure projects to address these problems. These projects are then compiled into a comprehensive traffic safety plan for the state. Federal funding to support the HSP is channeled to the state from the Section 402 Highway Safety Program within the U.S. Department of Transportation. In addition to Regular 402 funding, Missouri also received Sections 157 (carryover) and 405, 411 incentive grant funds.

Successes/Results

Since inception of the highway safety program in 1967, Missouri has witnessed a drop in the vehicle death (fatalities per 100 million vehicle miles traveled) from **6.2 to 1.7** in 2000. While not solely responsible for this trend, these traffic safety countermeasure projects have made dramatic strides in saving lives.

Budget

The total obligation of federal funding and expenditures by the State of Missouri for FY 2001 was as follows. Detailed project amounts are provided in the Budget Addendum.

Funding Code	Problem Area	Obligated	Expended
402 Regular	All Traffic Safety	3,428,358.60	3,145,328.23
402 YA	Youth Alcohol	388,553.80	342,963.90
410	Alcohol	1,398,415.58	576,436.20
411	Data Improvement	497,896.46	221,900.95
154	Transfer	10,320.00	10,320.00
405	Occupant Protection	143,774.36	119,181.83
157	Incentive	482,404.21	235,459.58
	TOTAL	6,349,723.01	4,651,590.69

Program Evaluation

Two types of evaluation methods are used to determine program effectiveness—administrative and impact. Administrative evaluations measure the operational efficiency of task activities relative to meeting the established goals and objectives of the project. Impact evaluations determine the extent to which the project was able to impact traffic crash involvement.

Included within this Annual Report are traffic safety countermeasure programs that have demonstrated best practices. These programs satisfy most, if not all, of the following criteria:

- They employ crash statistics to identify problem areas;
- They target high risk groups of individuals;
- They utilize knowledge & expertise of the local community to propose workable solutions;
- They apply varied resources from numerous sources;
- They are comprehensive in design; and
- They seek to modify behavior through effective enforcement, education and engineering.

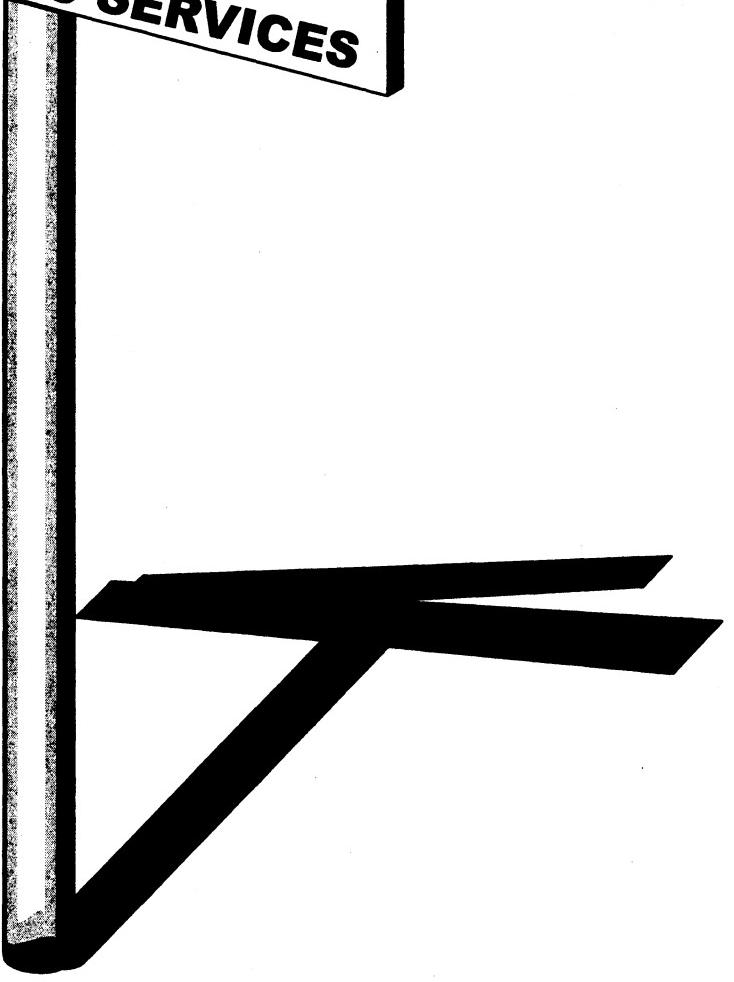
Internal Activities

In addition to administering programs which are funded through state and local government agencies, Division staff participate in activities to further traffic safety within the state. These include, but aren't limited to:

- Production and distribution of traffic safety materials;
- Legislative tracking and review
- Training presentations (child safety seats; safety belts; law enforcement grant applications; traffic safety programs; legislation; youth issues; etc.);
- Exhibits (safety fairs; conferences; State Fair; employer programs; etc.);
- Press conferences & media events; and
- Federal, state and local committees/boards with like-minded missions.

2001 Annual Report

**POLICE
TRAFFIC SERVICES**



POLICE TRAFFIC SERVICES

This program area addressed numerous traffic safety issues with an emphasis on enforcement and public awareness. In analyzing Missouri traffic crash data, we identified aggressive driving (including speed and all hazardous moving violations), alcohol impairment, and occupant protection as the most serious areas. The target groups causing the most crashes were shown to be aggressive drivers (especially speeders), drinking drivers, and young drivers under the age of 21. Countermeasure efforts were directed statewide because even though more crashes occurred in the densely populated urban areas, three-fourths of the fatal crashes occurred in rural areas.

BENCHMARKS

Established	Result
Maintain the state death rate not to exceed previous year's rate (1999 = 1.6; 2000 = 1.7)	The statewide death rate has not yet been calculated for year 2001. Given the fact that numerous projects met or exceeded their goals, a positive effect on the statewide death rate hopefully occurred. Some agencies reported rather significant reductions in fatal crashes during the grant enforcement activities.
Increase the number of hazardous moving violation citations issued at high accident locations, thereby decreasing crashes at those locations	Reductions in crashes and increased citations related to hazardous moving violations were reported and are detailed within the individual project results.
Reduce the number of aggressive driving crashes	Reductions in crashes related to aggressive driving were also reported and are detailed within the individual project results.
Reduce the number of alcohol-involved crashes	Reductions in crashes related to drunk driving were reported and are detailed within the individual project results.
Increase occupant restraint usage through enforcement and education	The state seat belt use rate increased from 60.8% in 1999, to 67.72% in 2000, to 67.92% in 2001

STRATEGIES

Identified	Implemented
Assist law enforcement agencies in problem identification and preparation of projects that most effectively address their traffic safety problems	MDHS utilized the services of the Highway Patrol Statistical Analysis Center and the MOTIS software program to provide statistics used to determine problem identification; MDHS offered technical support to the agencies in countermeasure development
Provide funding for projects which put additional traffic safety officers on the streets to enforce hazardous moving violations (with special emphasis on Selective Traffic Enforcement Projects)	The enforcement projects provided overtime funding to put additional officers on the streets solely to enforce traffic violations; in one situation, partial funding was continued to support a full-time traffic officer.
Provide suitable equipment to enforce the traffic safety laws	Radar units, in-car video cameras, and sobriety checkpoint equipment was provided when needed to enhance the enforcement efforts.
Provide training to complement and supplement law enforcement efforts	Training needs were identified and offered by the law enforcement academies throughout the state. In some cases, training was provided by state agencies (i.e., Dept. of Revenue, Office of the State Courts Administrator, and Missouri Office of Prosecution Services) and taken regionally to the participants or offered at the LETSAC annual conference.
Increase partnership activities and cooperation between state and local law enforcement agencies and between engineers and law enforcement agencies.	Partnerships have greatly expanded in terms of state and local law enforcement agencies working together on multi-jurisdiction enforcement efforts and sobriety checkpoints; some law enforcement agencies are working with state and local engineers to determine causes and countermeasures for traffic crashes.

PUBLIC INFORMATION & EDUCATION

This program area addressed the broad spectrum of educating the public about traffic-safety related issues. Although included within the Police Traffic Services program area, public information & education components were built into each program area where possible.

Educational pieces and incentives were developed and distributed throughout Missouri by way of conferences, safety fairs, employer programs, schools, churches, health care agencies, law enforcement personnel, state/local government agencies, civic organizations, Safe Community programs, sporting events, and even casinos.

Materials are updated and reprinted as laws change or more current information becomes available. Some materials are redesigned to provide a more appealing look, or to be reproduced in a more cost-effective manner.

Campaigns included any combination of public service announcements, print materials, billboards, press releases, and incentive items. Every effort was made to include safety partners in the traffic safety campaigns (local law enforcement, Highway Patrol, State agencies, Safe Communities, Think First, etc.). When possible, and appropriate, heightened traffic enforcement efforts complemented public awareness events. This combination of awareness/education coupled with enforcement seemed to have had a much stronger deterrent effect and allowed law enforcement to employ a proactive, rather than reactive, approach.

BENCHMARKS

Established	Result
Heighten awareness and positively impact target audiences concerning traffic safety	Over 1,256,800 pieces of educational/awareness materials & incentives were distributed to schools, hospitals, law enforcement agencies, health care offices, civic organizations, clubs, churches, government offices, businesses, military bases, etc.
Heighten awareness regarding the importance of wearing safety belts (increase usage rate)	Safety belt use increased slightly from 67.72% in 2000 to 67.92% in 2001
Heighten awareness regarding safety issues related to commercial motor vehicles sharing the roads with other traffic	MDHS & MCSAP worked together to develop educational materials that were distributed statewide; MCSAP placed a much stronger emphasis on the public information component of that program including production of a PSA. MCSAP also participates in MDHS-sponsored awareness activities such as the 3-D Safety Fair.

Strategies

Identified	Implemented
Establish focus groups to provide input on traffic safety issues affecting their target population	Attended a focus group of African American males which was sponsored by NHTSA; continued to nurture relationship with migrant centers
Develop and promote a traffic safety campaign designed to reach targeted populations	Both the Missouri Millennium Promise (MMP) & Save a Grown-up Campaigns were promoted
Host a statewide traffic safety conference in October 2000	The conference was well into the development stages, but response was not high enough to warrant hosting the conference so it was cancelled
Promote safety awareness campaigns between the Highway Safety and MCSAP programs	MDHS & MCSAP staff were instructed to promote each other's program whenever & wherever possible; joint materials & incentives were also produced
Update website to keep information current and easily accessible	Extensive work needs to be accomplished on the MDHS website. While minor modifications have been made, the Division is preparing to do a major revamping of the site with the help of REJIS. This will include an on-line contract application. Completion is slated for year 2002.
Develop base of partners to assist in securing donations for advertising (businesses, not-for-profit organizations, state and federal agencies)	Submitted articles for state agency publications; developed relationship with St. Louis Cardinals baseball team and radio network; began working with an advertising firm that is willing to do pro bono work on safety belts
Host statewide Women and Minorities Traffic Safety Summit	This activity was not implemented

**TITLE OF PROJECT: POLICE TRAFFIC SERVICES PROGRAM COORDINATION—MDHS
PROJECT NUMBER: 01-PT-02-1****PROGRAM AREA**

Police Traffic Services

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban and Rural

TARGETED POPULATION(S)

All Individuals traveling on Missouri's roadways

PROJECT CHARACTERISTICS

This in-house memo project provides funding to hire MDHS staff to administer activities within the program area (including travel and training).

PROBLEM IDENTIFICATION

Without adequate staff who are appropriately trained, the Division of Highway Safety will be ill-equipped to administer a statewide Highway Safety Plan that has the ability to impact traffic crashes in Missouri.

GOALS AND OBJECTIVES

To assure that projects within this program area are properly developed, administered, monitored, and evaluated.

STRATEGIES & ACTIVITIES

1. Assign program staff to program area
2. Train program staff as needed
3. Evaluate work annually

RESULTS

MDHS personnel are assigned to various program areas. Most personnel are specialists in one or two fields. Program staff were responsible for developing and negotiating contracts, assessing budgetary needs, monitoring projects, evaluating activities, and both presenting and receiving training.

Contact MDHS Program Coordinator:
Lisa Baker @ 1-800-800-2358
Funds Expended: \$135,508.81 (402)

**TITLE OF PROJECT: LETSAC SUPPORT (LAW ENFORCEMENT TRAFFIC SAFETY ADVISORY COUNCIL)—MDHS
PROJECT NUMBER: 01-PT-02-2**

PROGRAM AREA

Police Traffic Services

TYPE OF JURISDICTION

Urban & Rural

JURISDICTION SIZE

Potential to represent all Missouri state and local law enforcement agencies

TARGETED POPULATION(S)

Law enforcement agencies and specifically traffic officers

PROJECT CHARACTERISTICS

The Law Enforcement Traffic Safety Advisory Council serves in an advisory capacity to the Missouri Division of Highway Safety providing input and feedback on training needs, enforcement concerns, equipment requirements, and other issues relevant to the enforcement of Missouri's traffic laws.

PROBLEM IDENTIFICATION

The Division of Highway Safety is required to develop an annual Highway Safety Plan to address the traffic safety needs and concerns statewide. Without the input of representative traffic officers, it is difficult to have a clear understanding of the problems and needs of the officers working traffic and to develop a comprehensive plan of traffic safety countermeasures.

GOALS AND OBJECTIVES

To provide a forum for input and discussion for traffic safety officers representative of the entire State.

STRATEGIES & ACTIVITIES

- Require all grantees to participate in LETSAC
- Elect Board of Directors
- Host General membership meetings and Board meetings
- Develop and host annual conference

RESULTS

- MDHS contract requirements indicate that any law enforcement agency receiving grant funding must participate in LETSAC
- 1 General Membership training meeting was held
- 8 Board meetings were held
- Annual Conference was held in July with an attendance of 186. Conference training provided 17.5 Continuing Education Hours and included: Crash Report Update; MOTIS EMS Intervention Program; Kids with Booze; Generation Y; Missouri Money and Highway Safety; Terrorism & Highway Safety FBI; Conducting Complete Traffic Stops; Accident Reduction Zone Model, the Winning Mind; Effective Enforcement; DWI Fatal Crash Alcohol Testing; Racial Profiling; DPS—The Future. The award for "Traffic Officer of the Year" was also presented.

Contact MDHS Program Coordinator:

Bill Whitfield @ 1-800-800-2358

Funds Expended: \$39,989.68 (402)

**TITLE OF PROJECT: LAW ENFORCEMENT TRAINING—MSHP
PROJECT NUMBER: 01-PT-02-3****PROGRAM AREA**

Police Traffic Services

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION

Missouri Peace Officers

PROJECT CHARACTERISTICS

The Missouri State Highway Patrol Training Academy conducted training courses for Missouri law enforcement officers. Continuing education hours as approved through the Peace Officer Standards and Training (POST) Program were provided. Sixty-two percent of the tuition cost was covered through this grant.

PROBLEM IDENTIFICATION

In Missouri, police training has evolved from no training or 120-hour training to mandated 470/600/1000 hours. The problem with the basic training as conducted in the State of Missouri is that traffic safety/enforcement training is very limited due to the many other topical training demands in the basic academies. In addition, many local departments work on very limited budgets. When budgets are cut, it is often training that gets cut first. Many departments, large or small, are better able to train their officers in specialized areas when the cost for training is not so prohibitive. Through this contract, the Missouri Division of Highway Safety (MDHS) provides assistance to the Missouri State Highway Patrol Training Academy to enable them to offer specialized training courses, local law enforcement officers will be able to increase their knowledge and skills in the area of traffic enforcement.

GOALS AND OBJECTIVES

To offer traffic safety training to 1,164 law enforcement officers throughout the State of Missouri as follows:

COURSE	# OF STUDENTS
Basic Accident Investigation	120
Advanced Accident Investigation	40
Accident Reconstruction	30
Accident Reconstruction Retraining	30
BAC Type II	32
BAC Type III	96
Biomechanics for Accident Investigation	30
Computer Accident Diagramming	600
DWI/Drug & Alcohol Enforcement	80
EVOC Training	40
Pedestrian/Motorcycle Accident Investigation	30
Radar Instructor	20
SFST Instructor	16
TOTAL	1,164

STRATEGIES & ACTIVITIES

- Eligible students consisted of officers from Missouri governmental agencies who are involved in the traffic support function or will be following such training.
- All eligible students must meet the requirements under Missouri statutes for POST. This verification of eligibility was made through class and reimbursement rosters.
- A three-tier system was utilized for selection of candidates for training for those instances where the maximum class size was exceeded.

RESULTS

The Training Division of the Missouri State Highway Patrol had an extremely successful year. The Academy conducted thirteen different traffic-related schools with the assistance of Highway Safety funds. A total of 953 students attended these schools, and Peace Officer Standards and Training (P.O.S.T.) continuing education hours were awarded in ten of the courses presented. Some of the training classes had fewer enrollments than anticipated. The following courses were held during the 2000-2001 fiscal year with actual enrollment shown:

COURSE	# OF STUDENTS
Basic Accident Investigation	85
Advanced Accident Investigation	37
Accident Reconstruction	27
Accident Reconstruction Retraining	6
BAC Type II	14
BAC Type III	53
Biomechanics for Accident Investigation	28
Computer Accident Diagramming	547
DWI/Drug & Alcohol Enforcement	53
EVOC Training	53
Pedestrian/Motorcycle Accident Investigation	24
Radar Instructor	19
SFST Instructor	7
TOTAL	953

Contact MDHS Program Coordinator:
Mary Johnson @ 1-800-800-2358
Funds Expended: \$144,007.40 (402)

**TITLE OF PROJECT: LAW ENFORCEMENT TRAINING—CMSU
PROJECT NUMBER: 01-PT-02-4**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

POST Certified Law Enforcement Officers

PROJECT CHARACTERISTICS

To provide P.O.S.T. Certified training to expand local law enforcement expertise in traffic enforcement and traffic crash investigation.

PROBLEM IDENTIFICATION

Traffic enforcement and traffic crash investigation training is very limited in the Missouri basic academies. This results in street officers who lack the knowledge to efficiently and effectively enforce traffic and investigate traffic crashes in order to ensure correct reporting and court action.

GOALS AND OBJECTIVES

To offer to local, county and state officers, who are or will be working traffic, a specific highly-technical training program in a sequential learning system that will afford them greater knowledge and skill in all aspects of traffic enforcement and crash investigation.

STRATEGIES & ACTIVITIES

To provide in short course format a building block of courses designed to build the desired expertise level in the attending officers to conduct full and complete traffic crash investigations. Then to take the best of the best from this group, and provide them the opportunity to complete the final phase of the training, which would include Crash Reconstruction.

RESULTS

Under this contract the Missouri Safety Center provided training to 252 officers from 35 separate agencies training in 15 separate courses of instruction. Follow up evaluation shows that for crashes where the advanced trained officers provided the investigation, the reports were more complete in providing all required data, and greater charges were filed in most of the cases due to increased facts being uncovered in the investigation.

Contact MDHS Program Coordinator:
Mary Johnson @ 1-800-800-2358
Funds Expended: \$58,220.00 402

**TITLE OF PROJECT: RIDE SAFE MISSOURI—CMSU
PROJECT NUMBER: 01-PT-02-5****PROGRAM AREA**

Police Traffic Services (Motorcycle)

TYPE OF JURISDICTION

Statewide

JURISDICTION SIZE

270,688 Licensed Operators (although training is available for those who have not yet been licensed)

TARGETED POPULATION(S)

Motorcycle Riders (Beginners & Experienced)

PROJECT CHARACTERISTICS

The Missouri Safety Center administers the Missouri Motorcycle Safety Program—an educational program that provides basic and advanced rider education at 18 training locations statewide. In recent years, the Missouri Motorcycle Safety program has received general revenue funding to support the program. The use of 402 funding concentrated on the supplemental resources needed to expand the program.

PROBLEM IDENTIFICATION

In 2000, of all traffic crashes occurring in Missouri, 26.8% resulted in a person being killed or injured. In motorcycle involved crashes, however, 77.8% resulted in a death or personal injury. In an effort to reduce motorcycle involved crashes, the Missouri Motorcycle Safety Program was established to provide basic and advanced rider education. The program has been highly successful and is supported by state general revenue funds. Due to state budget shortfalls, however, funding was not available to purchase equipment and supplies necessary to expand the program.

GOALS AND OBJECTIVES

To reduce deaths, injuries and property damage crashes involving motorcycles in the state through:

1. Increased public awareness and education concerning motorcycle safety; and
2. Support and maintenance of the statewide motorcycle training program.

STRATEGIES & ACTIVITIES

- Provide support to the current permanent training sites in the state, which includes some equipment;
- Provide one-time equipment additions to support the statewide mission of the project;
- Provide support equipment to the current mobile training sites established in the state of Missouri.

RESULTS

The program purchased an additional 5th wheel trailer. The trailer is used as the mobile classroom and also serves to transport bikes to the beginner training locations through the state. Purchase of the new mobile unit allowed the old 5th wheel trailer to be used as backup and also to be moved to Springfield to support their local program and allow for onsite storage of motorcycles. That unit is returned to the Safety Center each fall for service, repairs, and winter storage. In addition, 16 new motorcycles were purchased which are used in the beginner rider program.

With the addition of the new mobile unit and the training bikes, well over 2000 riders were trained this year. The expansion of the program necessitated hiring a full-time coordinator with general revenue funds.

**TITLE OF PROJECT: LAW ENFORCEMENT TRAINING—MO SOUTHERN STATE
COLLEGE**
PROJECT NUMBER: 01-PT-02-6

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Southwest Missouri Region

TYPE OF JURISDICTION

Rural

TARGETED POPULATION(S)

Law Enforcement Officers

PROJECT CHARACTERISTICS

This project allowed Missouri Southern to bring traffic related training to various locations, thereby making it available to those small agencies that were not able to send their officers away for training.

PROBLEM IDENTIFICATION

There is a high commitment by area law enforcement administrators to see that their officers receive needed training to deal with traffic stops involving drivers who may be linked to criminal activities. Limited budgets for travel and overtime, however, prohibited these small, rural agencies from sending their officers off for training.

GOALS AND OBJECTIVES

To offer the following training courses to local law enforcement agencies: Vehicle Search & Seizure; High Risk Vehicle Stops; Beyond the Ticket; and Motor Vehicle Law.

STRATEGIES & ACTIVITIES

- Set up training in offsite locations
- Encourage attendance by the maximum number of officers

RESULTS

- Officers from over 50 different jurisdictions received training
- Over 130 officers were enrolled to receive training
- Student evaluations indicated that the training was of high quality and would be very beneficial to their jobs
- Unofficial evaluations from area law enforcement administrators indicated that the training was of high quality and that it would be of great benefit to the area communities

**TITLE OF PROJECT: GOVERNOR'S HIGHWAY SAFETY CONFERENCE—MDHS
PROJECT NUMBER: 01-PT-02-7****PROGRAM AREA**

Police Traffic Services

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban and Rural

TARGETED POPULATION(S)

Traffic Safety Advocates

PROJECT CHARACTERISTICS

This project was to be a statewide conference for individuals involved in traffic safety issues and countermeasures. Due to a lack of registrations, the conference was cancelled.

PROBLEM IDENTIFICATION**GOALS AND OBJECTIVES****STRATEGIES & ACTIVITIES****RESULTS**

**TITLE OF PROJECT: PHOTOGRAPHY, POSTAGE, PRINTING, MISC.—MEMO
PROJECT NUMBER: 01-PT-02-09****PROGRAM AREA(S)**

Police Traffic Services

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)Drivers, Passengers, Motorcyclists, Bicyclists,
Pedestrians**PROJECT CHARACTERISTICS**

This in-house memo project was established to provide support to the Division's public information and education efforts.

PROBLEM IDENTIFICATION

In order to reach the state's population with educational and informational materials, there must be a mechanism to develop, duplicate, and ship these materials.

GOALS AND OBJECTIVES

To reach the targeted populations with materials designed to educate them on traffic safety issues and, hopefully, direct them to being proactively safe when they drive or walk the roads of Missouri.

STRATEGIES & ACTIVITIES

- Assess needs of target populations
- Develop and/or print materials
- Ship as requested
- Maintain inventory of materials

RESULTS

Over 1,256,800 pieces of educational/awareness materials and incentives were distributed to schools, hospitals, law enforcement agencies, doctor's offices, civic organizations, clubs, churches, government offices, businesses, military bases, etc. These items were also available during fairs, conferences, sporting events, and holiday activities – to name a few. Basically, the Division provides materials whenever and wherever the setting is appropriate. The child restraint materials and some alcohol materials were offered in English and Spanish. These materials are made available at no charge to the recipient. Also, while the numbers below represent nearly one million pieces of literature and incentive items distributed to the public, they by no means are indicative of all the public information and education efforts of this Division.

Booklets	Brochures/Pamphlets	Incentives	Miscellaneous
5,000 Safe Winter Driving	45,000 Youth Drinking & Driving	10,000 phone cards	30,000 book covers
50,000 Buckle Up Safety	25,000 General Highway Safety	25,000 Big Clipper pens	3,000 Safety Belt posters
80,000 Traffic Safety Activity	15,000 Pedestrian & School Bus	20,000 stress footballs	70,000 Payroll Stuffers
60,000 Drive Your Bicycle Safely	30,000 Drinking and Driving	20,000 temporary tattoos	6,000 Drinking & Driving posters
40,000 Expert Bike Driver	40,000 Zero Tolerance	90,000 Buckle Up Key Chains	MO Millennium Promise materials
10,000 Aggressive Driving	800 GDL Information for Law Enforcement	160,000 Seat Belt Patrol Foil Badges	2,000 Safe & Sober Warning Ticket books
50,000 School Bus Safety	45,000 Safety Belt		200,000 Server Tip Cards
5,000 Older Drivers	15,000 Booster Seats		MoINFO fact sheets
30,000 Drive Safe, Drive Sober	25,000 Speeding		Save-A-Grownup Materials
	15,000 Motorcycle and Bicycle		30,000 CHAD stickers
	5,000 Children and Air bags		
TOTAL 330,000	TOTAL 260,800	TOTAL 325,000	TOTAL 341,000

Contact MDHS Program Coordinator:
Robin Adkison @ 1-800-800-2358
Funds Expended: \$200,014.51 (402)

**TITLE OF PROJECT: PUBLIC INFORMATION AND EDUCATION
PROJECT NUMBER: 01-PT-02-10****PROGRAM AREA(S)**

Police Traffic Services

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Anyone who lives or travels in Missouri

PROJECT CHARACTERISTICS

Public Information and Education (PI&E) funds are used to develop and conduct campaigns that raise public awareness of highway safety issues. These programs include printed materials such as press releases, brochures, flyers, posters and fact sheets as well as other types of materials such as radio and television announcements and incentive items. Coordination of press conferences and other media events is also included in this program area. PI&E provides a vital support function to all highway safety programs.

PROBLEM IDENTIFICATION

Motor vehicle crashes are the number one cause of death for people aged 5-34. Furthermore, traffic crashes are one of the leading causes of death for most other age groups. In Missouri in 2000 there were 1,157 people killed and 78,328 injured as a result of traffic crashes. The cost of these crashes totaled more than \$3 billion. Most vehicle crashes are caused by human error and are preventable. Inattention, speeding and driving under the influence of alcohol continue to be factors in a majority of crashes. Likewise, non-use of safety belts and child restraint systems contribute to the incidence of injury and death. Other traffic issues such as aggressive driving, red light running, drowsy driving and non-use of motorcycle and bicycle helmets also cause injuries and deaths on Missouri's roads.

GOALS AND OBJECTIVES

Goal: To change the behavior of people who use Missouri's roads in order to reduce injuries and fatalities caused by traffic crashes.

Objectives:

1. Increase the amount of information disseminated to the public via media outlets, newsletters, presentations, exhibits and printed materials;
2. Increase the visibility of the Division and highway safety issues by establishing more partnerships within state government and with community organizations and businesses;
3. Build on the success of previous PI&E campaigns such as the safety belt campaign conducted every September; Improve the Division's materials including printed materials and the web site;
4. Reduce the amount of duplication of services and materials occurring within state government and share resources more effectively; and
5. Improve internal communication about PI&E efforts.

STRATEGIES & ACTIVITIES

1. The number of presentations given at conferences in the state was increased. Being on the conference agenda increases the traffic at the exhibit booth. The Division also used existing partnerships (like those with the Family and Consumer Sciences section of the Department of Elementary and Secondary Education and the Division of Alcohol and Drug Abuse in the Department of Mental Health) to increase materials distribution to school and health services personnel as well as to the communities they serve. Child restraint information was offered in Spanish for the first time in Missouri.
2. The Division cooperated with OPAA Food Services to coordinate highway safety activities in forty, mostly rural, school districts. The Division also strengthened its partnership with media organizations such as the Missouri Press Association and the Missouri Broadcasters Association. In addition, the Division is continuing to develop a partnership with the Migrant Centers to serve the transient worker population. The Division started a partnership with Rogers and Townsend, a St. Louis-based ad agency, to produce new child safety seat messages. Rogers and Townsend are providing their services at no charge.

3. The safety belt campaign was conducted again in September 2001, and the state's seat belt usage rate increased as a result. Planning began on a child safety seat campaign that would continue to build on the success of the seat belt messages.
4. Planning began on the new web site and on the development of materials that can be printed in bulk for distribution from the highway safety office, but also posted on the web as printable items. The Division is working with REJIS to create the web site. The Public Information Officer designed a MO INFO sheet, which is basically a fact sheet of information on a particular traffic safety issue. The assistance of a public relations firm will be enlisted to complete the creative process on the new brochures.
5. The Public Information Officer met with PIO's from other Department of Public Safety to compare the materials each division produces. Several duplications were discovered. The Highway Patrol, The Water Patrol, and Highway Safety will work together more closely to eliminate duplications.
6. The Public Information Officer worked with other program staff to develop collateral materials to support their PI&E efforts. Projects the Public Information Officer collaborated on included, but were not limited to, the following: seat belt campaign, LETSAC newsletter, 3D Month, child safety seat materials, Team Spirit, and NAGHSR conference. Ongoing and new PI&E projects are posted in the Public Information Officer's office along with a calendar of highway safety events.

RESULTS

- Partnerships with other state agencies have been strengthened as the Division continues to work cooperatively with them. The Division worked actively in FY 2001 to develop new partnerships as well as to maintain old ones.
- The safety belt usage rate increased again in 2000.
- The staff has input into PI&E campaigns and in how those campaigns are implemented.
- Some duplication of efforts is being eliminated and resources are being used more wisely.
- The Division is becoming a more well-known and recognized agency, and our services are being used more widely.

Contact MDHS Program Coordinator:
Robin Adkison @ 1800-800-2358
Funds Expended: \$36,941.29 (402)

**TITLE OF PROJECT: PUBLIC INFORMATION & EDUCATION (AD AGENCY)
PROJECT NUMBER: 01-PT-02-11****PROGRAM AREA(S)**

Police Traffic Services

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Anyone who lives or travels in Missouri

PROJECT CHARACTERISTICS

This project enlisted the services of an advertising agency, The Beenders Marketing Group, to develop professional traffic safety materials and campaigns for the Missouri Division of Highway Safety. This was the final year of a three-year contract.

PROBLEM IDENTIFICATION

The Division of Highway Safety was not a well-known state agency and its services needed to be marketed to all the citizens of the state and to travelers. In addition, the Division's logo was beginning to look outdated and needed to be improved. Also, the Division lacked a comprehensive campaign that encompassed all components of responsible and safe driving.

GOALS AND OBJECTIVES

Goal: To make a positive impact on the general public regarding their behavior relative to traffic safety issues

Objectives:

- 1) To increase the public's awareness of the Division of Highway Safety; and
- 2) To create one or more comprehensive public information and education campaigns.

STRATEGIES & ACTIVITIES

1. Develop a new logo for the Division and collateral materials (letterhead, business cards, etc.) reflecting the modern image of the Division—The Beenders Marketing Group subcontracted with a graphic designer to create the new logo and design printed stock. Most of the Division's staff participated in the brainstorming portion of the development. In the final year, the graphic artist formatted the logo in several ways for the Division's in-house use.
2. Increase the Division's visibility in the state—To promote the Missouri Millennium Promise campaign, the Division of Highway Safety conducted in a series of brigades that encompassed 75 counties and 93 communities in the state. The brigades were covered extensively by television, radio and newspaper media. Similarly, the Save a Grown-up campaign was kicked off with a series of press conferences in the nine television markets in the state. The press conferences were run by children and were also covered extensively by the media. In the final year of this contract, the evaluation of the Missouri Millennium Promise campaign was completed.
3. Develop and implement one or more comprehensive traffic safety campaigns—The Beenders Marketing Group, using input from focus groups around the state, created two comprehensive public information campaigns: Missouri Millennium Promise and Save a Grown-up. Both campaigns enumerate the behaviors expected of responsible drivers and encourage all people who use Missouri's roads to be safe, courteous and responsible.

RESULTS

- Over 250,000 people received Missouri Millennium Promise information.
- People in rural communities in remote parts of the state were exposed to traffic safety messages.
- Media coverage of highway safety issues was increased.
- Partnerships were developed with other state agencies, associations and businesses.
- The new logo was distributed and is used frequently by highway safety partners.

Contact MDHS Program Coordinator:
Robin Adkison @ 1-800-800-2358
Funds Expended: \$40,621.84 (402)

**TITLE OF PROJECT: OPERATION LIFESAVER—MDHS
PROJECT NUMBER: 01-PT-02-12**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

All drivers

PROJECT CHARACTERISTICS

This in-house memo project provides funds to support Department of Economic Development, Division of Transportation, for educational materials distributed through voluntary Operation Lifesaver support groups.

PROBLEM IDENTIFICATION

By comparing motor vehicle traffic collisions with those involving trains at grade crossings, it is apparent the severity rate of train-involved collisions is much greater. In Missouri during year 2000, one fatality occurred in every 167 motor vehicle collisions, while one fatality occurred in every 5.5 grade crossing collisions.

GOALS AND OBJECTIVES

To provide 1,000 presentations reaching 40,000 people regarding the potential dangers of railroad grade crossing crashes.

STRATEGIES & ACTIVITIES

- Provide educational materials to be utilized by the presenters
- Teach classes utilizing railroad and Division of Transportation personnel

RESULTS

A total of 2,010 presentations were given to the public during the year with 70,445 people attending, far exceeding the goal established for this project.

Contact MDHS Program Coordinator:

Lisa Baker @ 1-800-800-2358

Funds Expended: \$5,213.26 402

**TITLE OF PROJECT: SPECIAL TRAFFIC ENFORCEMENT PROGRAM (STATEWIDE)—
CASS COUNTY S.T.E.P.
PROJECT NUMBER: 01-PT-02-13**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Cass County—Population 80,520

TYPE OF JURISDICTION

Rural

TARGETED POPULATION

All drivers

PROJECT CHARACTERISTICS

This is a multi-jurisdictional coalition to reduce traffic crashes within the county by performing various educational and enforcement efforts in hazardous moving violations, drinking and driving, and occupant restraint issues. The coalition was comprised of Raymore PD, Garden City PD, Pleasant Hill PD, Harrisonville PD, Peculiar PD, Lake Winnebago PD, and Cass County SD. The Cass County project was part of the Statewide STEP enforcement effort.

PROBLEM IDENTIFICATION

In 1999, Cass County ranked 15th in the state for all traffic crashes, 15th for fatal and personal injury crashes, 14th for speed-related crashes, and 19th for alcohol-related crashes. Cass County is primarily a rural community greatly affected by commuter traffic traveling to and from the Kansas City metro area. The majority of the local law enforcement agencies lack the manpower and overtime funds to provide a network of traffic enforcement efforts to reduce traffic crashes involving speed and alcohol and to promote occupant restraint usage.

GOALS AND OBJECTIVES

To increase citations given for hazardous moving violations and decrease accidents caused by these violations.

STRATEGIES & ACTIVITIES

1. Conduct monthly meetings with representatives of participating agencies to set strategies for monthly enforcement efforts.
2. Dedicate one week per month for a ten-month period to the enforcement of hazardous moving violations.
3. Perform two occupant restraint checkpoints to heighten usage awareness.
4. Conduct a minimum of two multi-jurisdictional sobriety checkpoints.
5. Conduct educational programs concerning effects of alcohol on driving.

RESULTS

- News media coverage resulted from the various activities performed by this coalition. Printed media, radio, and television stories were publicized for public awareness prior to enforcement events as well as documentation of the events, such as Sobriety Checkpoints.
- The following 8 agencies participated in the coalition during the project year: Pleasant Hill PD; Peculiar PD; Raymore PD; Lake Winnebago PD; Archie PD; Harrisonville PD; Garden City PD; and Cass County SD.
- The hazardous moving violations enforcement efforts (normally the third week of the month) resulted in 32 arrests for DWI, 330 Speeding arrests, and 314 other traffic arrests.
- The coalition conducted 3 multi-jurisdictional sobriety checkpoints during the project year. Approximately 1,440 vehicles were checked resulting in 6 DWI arrests.
- The coalition sent ten officers from the various agencies to Child Safety Seat Technician training in May 2001. Officers will begin performing car seat check-up events in cooperation with local safety advocates.
- The coalition performed a seat belt safety educational project at 7 local high schools within the county in May prior to school graduation.
- This coalition has been in effect since 1999 and has positive results countywide. The fatal crash rate dropped from 1.8 in 1998 to 1.4 in 2000. The injury crash rate has also dropped from 72.9 in 1998 to 68.6 in 2000.

Contact MDHS Program Coordinator:
Randy Silvey @ 1-800-800-2358
Funds Expended: \$18,223.63 (402)

**TITLE OF PROJECT: SELECTIVE TRAFFIC ENFORCEMENT PROGRAM
(STATEWIDE STEP)—MDHS
PROJECT NUMBER: 01-PT-02-13**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZESt. Ann—Population 14,489
Woodson Terrace—Population 4,362
Charlack—Population 1,388**TYPE OF JURISDICTION**

Rural

TARGETED POPULATION

All drivers

PROJECT CHARACTERISTICS

This is a multi-jurisdictional coalition to reduce traffic crashes on highways I-70 & 170 by performing enforcement of hazardous moving violations, drinking and driving, and occupant restraint violation.

PROBLEM IDENTIFICATION

Highways I-70 and 170 are major highway networks that run through the communities of St. Ann, Charlack, and Woodson Terrace. Singularly, the amount of roadway is minimal, but when combined, exposure is increased considerably. These major trafficways carry high volumes of traffic to and from the City of St. Louis. Speed is a major contributing factor in crashes occurring on these two highways.

GOALS AND OBJECTIVES

To increase citations given for hazardous moving violations and decrease accidents caused by these violations.

STRATEGIES & ACTIVITIES

1. Conduct enforcement activities on the 2nd Thursday and 4th Friday of each month as well as special Holiday periods to be determined
2. Each agency will be limited to 16 hours of enforcement activity per month
3. Conduct monthly or quarterly briefing meetings with the coalition members

RESULTS

Six agencies from St. Louis County attended the original planning meeting. Of those, three agencies participated in the enforcement activities—St. Ann, Woodson Terrace, and Charlack. The officers worked 349 hours, made 887 traffic stops that resulted in 688 violations broken down as follows:

Hazardous Moving Violations	404	Non-Hazardous Moving Violations	284
DWI Arrests	11	Seat Belt Violations	50
Following Too Close	45	Child Restraint Violations	3
Stop Sign Violations		Other Non-HMVs	231
Signal Light Violations	3		
Fail To Yield	3		
C & I Driving			
Speeding Violations	287		
Other HMVs	55		

Contact MDHS Program Coordinator:
Bill Whitfield @ 1-800-800-2358
Funds Expended: \$8,531.85 (402)

**TITLE OF PROJECT: NATIONAL & REGIONAL WORKSHOPS—MDHS
PROJECT NUMBER: 01-PT-02-14****PROGRAM AREA**

Police Traffic Services

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)Law Enforcement Officers, Safety Advocates, and
Traffic Safety Professionals**PROJECT CHARACTERISTICS**

This in-house memo project provides funding to enable traffic safety advocates to participate in state or national training opportunities.

PROBLEM IDENTIFICATION

It is imperative that highway safety advocates receive the best and the most current training available so that they can utilize this information in developing “best practices” countermeasure activities. It is also essential that they have opportunities to share their knowledge especially with individuals who may not have the ability to hear the traffic safety message. Without adequate funding support, many of these occasions might be missed.

GOALS AND OBJECTIVES

To assure that Missouri's traffic safety advocates and professionals are trained to the best advantage possible and are able to share their knowledge with a broad expanse of other interested individuals.

STRATEGIES & ACTIVITIES

1. Assess requests to attend training courses or opportunities to make presentations or exhibit to determine value in furthering the mission of the Division of Highway Safety
2. Provide full or partial financial support for registration and/or travel
3. Evaluate effectiveness of participation

RESULTS

- MDHS staff exhibited at the following conferences: School Health Conference; Head Injury Conference; Peer to Peer Conference; Missouri State Fair
- MDHS staff and other professionals attended 3 national conferences and 4 regional conferences
- MDHS Director attend two Executive meetings of the National Association of Governor's Highway Safety Representatives
- MDHS sponsored conference banquets for the Law Enforcement Conference and the Missouri Motor Carriers Banquet at which traffic safety presentations were made
- 3 MDHS staff members were trained in Novell Netware 5.1 Administrative Training
- 3 MDHS staff members attended the NHTSA Program Management Course

Contact MDHS Program Coordinator:
Lisa Baker @ 1-800-800-2358
Funds Expended: \$30,467.82 (402)

**TITLE OF PROJECT: EQUIPMENT UPGRADE—MDHS
PROJECT NUMBER: 01-PT-02-15****PROGRAM AREA**

Police Traffic Services

JURISDICTION SIZE

N/a

TYPE OF JURISDICTION

State Highway Safety Office

TARGETED POPULATION(S)

Highway Safety personnel

PROJECT CHARACTERISTICS

The staff of the Division of Highway Safety has a responsibility to keep apprised of current trends and studies relevant to traffic safety issues and convey this information to both the general public and our grantees. This is accomplished by making presentations, disseminating information through our website, producing educational materials, etc. This in-house memo project provides funding to provide the technical equipment needs for the Division of Highway Safety to support these efforts.

PROBLEM IDENTIFICATION

In order to most effectively and efficiently meet the needs of the citizens of the State of Missouri, the Division of Highway Safety must have updated computer hardware and software plus audio, video and photographic equipment at its disposal.

GOALS AND OBJECTIVES

To assure that the Missouri Division of Highway Safety is able to meet the technological demands of the citizens (e.g., website availability, presentation capability, database maintenance, email access).

STRATEGIES & ACTIVITIES

1. Evaluate computer hardware and software needs (and collateral support training)
2. Evaluate equipment needs for making presentations

RESULTS

- Computer Network: Began 1st phase of contract database and website redesign through REJIS (Regional Justice Information System); Purchased surge protectors, printer cable, Quark Express 4.0 software package for Macintosh
- Equipment—Purchased 2 network printers, one deskjet printer, one TV-VCR unit (to replace unit damaged in flood), and one cassette desktop transcribing unit

**TITLE OF PROJECT: MINORITY AND WOMEN TRAFFIC SAFETY SUMMIT—MDHS
PROJECT NUMBER: 01-PT-02-17****PROGRAM AREA**

Police Traffic Services

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban and Rural

TARGETED POPULATION

Traffic Safety Advocates

PROJECT CHARACTERISTICS

This project was to be a statewide summit for individuals interested in minority and women's traffic safety issues and countermeasures. This project was cancelled

PROBLEM IDENTIFICATION**GOALS AND OBJECTIVES****STRATEGIES & ACTIVITIES****RESULTS**

Contact MDHS Program Coordinator:
Mary Johnson @ 1-800-800-2358
Funds Expended: - \$0 - 402

**TITLE OF PROJECT: FUEL FOR YOUR HEAD—MDHS MEMO
PROJECT NUMBER: 01-PT-02-18**

PROGRAM AREA

Police Traffic Services (Public Information)

JURISDICTION SIZE

Available to High School Health, Consumer & Family Science and Driver's Education classes

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Young Drivers

PROJECT CHARACTERISTICS

Fuel for Your Head is an interactive, multimedia software program that provides young people with non-judgmental information and learning activities regarding emotional, social, and legal aspects of driving. This three-lesson curriculum is designed for 15 and 16 year-olds in Health classes. It is also appropriate for Consumer & Family Science classes, as well as Driver's Education classes. Each lesson has been designed to allow the teacher to present one lesson alone, or in any combination. The teacher also has the option of presenting the lessons in class with a projection unit, or as an out-of-class activity.

PROBLEM IDENTIFICATION

A young driver's inexperience combined with extreme risk taking has tragic consequences. Young drivers are substantially over-involved in traffic crashes. In 1999, Missouri's young drivers accounted for only 10.3% of all licensed drivers, however this same age group made up 31.6% of all traffic crashes.

One of the top priorities of the Missouri Division of Highway Safety was to address the needs of parents who are teaching their teen to drive. Under ideal conditions Missouri schools would provide driver education for all students. Unfortunately, this is not the case. In most circumstances it is the parents, not the schools, who are teaching teens to drive.

GOALS AND OBJECTIVES

To distribute *Fuel for your Head* CD's and teachers manuals to every school throughout Missouri.

STRATEGIES & ACTIVITIES

- Duplicate and distribute original, *Fuel for your Head* CD's and teacher manuals.
- Update *Fuel for your Head* CD's and teacher manuals and develop program for the web.

RESULTS

A small amount of funds were expended to duplicate the training manuals to support this program during FY'01. No funding was utilized to update or develop the existing program for the web. It was decided that funds would be best utilized developing a new program for the web instead of placing outdated information contained in the current program.

**TITLE OF PROJECT: AIRCRAFT SPEED ENFORCEMENT—MSHP
PROJECT NUMBER: 01-PT-02-19**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Approximately 4 million licensed drivers

TYPE OF JURISDICTION

Urban and Rural

TARGETED POPULATION(S)

Speeding and Aggressive Drivers

PROJECT CHARACTERISTICS

The project funded aircraft fuel for Highway Patrol planes used in speed enforcement and also for overtime pay for the pilots conducting the enforcement.

PROBLEM IDENTIFICATION

In 2000, 437 lives (36% of all fatalities) were lost on Missouri highways due to excessive speed. Another 16,444 persons were injured as well as millions of dollars of property damage resulted due to speed-related traffic crashes. In all, there were over 30,000 speed-related traffic crashes in Missouri during 2000.

GOALS AND OBJECTIVES

To reduce fatality crashes, reduce severity of crashes, obtain compliance of posted speed limits and reduce the speed at which motorists travel on roadways in adverse conditions.

STRATEGIES & ACTIVITIES

Strict enforcement of the speed limits using patrol aircraft.

RESULTS

The report of results is attached.

Contact MDHS Program Coordinator:
Bill Whitfield @ 1-800-800-2358
Funds Expended: \$52,480.72 (402)

Aircraft Speed Enforcement
Project Number 01-PT-02-19
FY-01

Troop	Traffic Enforcement Hours	Vehicle Miles	Speed Arrest	Total Arrests	Speed Operations	
A	288.5	7785	1815	2947	116	
B	170.5	5020	684	875	103	
C	337.3	13506.5	3531	4387	225	
D	391.8	6000	2197	3194	230	
E	246.4	5700	952	1231	141	
F	212	10483	926	903	111	
G	115.4	2690	465	564	61	
H	132.3	2355	558	640	83	
I	128.8	3580	566	686	52	
Totals	2023	57189.5	11694	15427	1122	
Vehicle Miles	57189.5	divided by	13 mpg=	4399.1923	gal. x avg. \$ =	\$4402.12
Aircraft Hours	2023	times	13 gph=	26299	gal. x avg. \$ =	\$60,324.97
					Total	\$64,727.08

**TITLE OF PROJECT: LEADERSHIP SKILLS AND ENHANCEMENT—MSHP
PROJECT NUMBER: 01-PT-02-20****PROGRAM AREA**

Police Traffic Services

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban & Rural

TARGETED POPULATION

Highway Patrol Officers

PROJECT CHARACTERISTICS

This proposal allowed the Missouri State Highway Patrol to send officers to Leadership/Skill Enhancement training courses, seminars and conferences.

PROBLEM IDENTIFICATION

Leadership/Skill Enhancement training for law enforcement is paramount in providing practical instruments for officers to use. Officers are making decisions that will lead their organization into the 21st century. With an eye on the future, an extremely knowledgeable and well-respected agency can provide communities with safer roadways on which to travel.

GOALS AND OBJECTIVES

To provide quality police training to officers in areas directly affecting safety upon the state's highways and make training related to highway safety issues available to officers who serve in executive, managerial, and administrative positions within the Missouri State Highway Patrol.

STRATEGIES & ACTIVITIES

In order to effectively investigate traffic crashes officers must have access to state-of-the-art, credible training. Attendance at national recognized traffic crash related training sessions better prepared the Patrol to enforce traffic law and promote safety upon the highways.

RESULTS

- IACP Mid Year Conference 1 officer
- IACP Highway Safety Meeting 1 officer
- IACP Annual 4 officers
- CARE Conference 3 officers
- Uniform Safety Education Officers Workshop 6 officers
- Advanced Mathematics for Crash Reconstruction 5 officers
- LETSAC 3 officers

Contact MDHS Program Coordinator:
Mary Johnson @ 1-800-800-2358
Funds Expended: \$13,982.57 (402)

**TITLE OF PROJECT: STOP THE KNOCK—HIGHWAY PATROL
PROJECT NUMBER: 01-PT-02-21****PROGRAM AREA**

Police Traffic Services

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban and Rural

TARGETED POPULATION

Add Drivers/Passengers and High School Students

PROJECT CHARACTERISTICS

This safety education program was designed to promote public awareness about the effects of 1) being attentive to your driving, 2) driving sober, 3) driving at safe speeds, and 4) wearing passenger restraints. It is an emotional look at the results of making bad choices.

PROBLEM IDENTIFICATION

Fatal traffic crashes are one of the leading causes of death in the United States. 32.5% of all fatal traffic crashes in 1999 were speed related. Also in 1999, 71%+ of all persons killed in traffic crashes were not wearing any type of safety restraint. Of all fatal crashes in Missouri in 1999, 20.9% involved drivers who had been drinking.

GOALS AND OBJECTIVES

Goals:

- To reduce fatal traffic crashes and the number of persons killed or injured by educating the public on four issues: pay attention to driving, drive sober, drive at safe speeds, and wear passenger restraints
- To provide a highly visible public service campaign for the Missouri State Highway Patrol
- To positively impact traffic problems in the state by reducing the total number of traffic crashes.

Objectives:

- 1) Coordinate the "Stop the Knock" campaign
- 2) Create brochures, advertising campaigns, and educational programs based on "Stop the Knock" slogan
- 3) Use the "Stop the Knock" campaign as the principal fatal crash awareness program
- 4) Develop evaluation to determine the effectiveness of the "Stop the Knock" educational campaign.
- 5) Concentrate education in the four areas highlighted by the "Stop the Knock" campaign.
- 6) Provide news releases and other media enhancements to publicize the program.

STRATEGIES & ACTIVITIES

The Patrol produced and is using a high quality video entitled "Stop the Knock." This video, and the program based around the video, has been presented 546 times with a total attendance of 39,306 people. Most of these programs have been presented to High School students. However, private industry, civic clubs, and religious organizations have also been a part of the audience. Two Kansas City hospitals are showing the video. The Vernon County drunk driver offenders' program and the University of Missouri traffic offenders' program also use the program. Five billboards statewide complement the program.

RESULTS

All MSHP officers indicate the program has been met with excellent evaluations. Evaluation comments included:

The video told it like it really is....Emotional film, it makes you sad that people are still not wearing their seat belts....Dramatic video, put the teens right there and made it real....As a parent of 16 year old, I will try to get this program presented at my school....Very, very powerful, I cried, it was great to show the truth.

The continued number of requests and the utilization in some traffic offenders' programs indicate that Stop the Knock has had an impact on the lives of many people. As an educational tool, it has been extremely well received and very effective.

Contact MDHS Program Coordinator:

Robin Adkison @ 1-800-800-2358

Funds Expended: \$6,762.07 (402)

**TITLE OF PROJECT: AUTOMATED RED LIGHT INFORMATION TECHNOLOGY—
CAPE GIRARDEAU
PROJECT NUMBER: 01-PT-02-23**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE**TYPE OF JURISDICTION**

Urban

TARGETED POPULATION(S)

Drivers committing red light violations

PROJECT CHARACTERISTICS

This project would have provided funding to install automated red light running technology (cameras). This project was never initiated.

PROBLEM IDENTIFICATION**GOALS AND OBJECTIVES****STRATEGIES & ACTIVITIES****RESULTS**

Contact MDHS Program Coordinator:
Mary Johnson @ 1-800-800-2358
Funds Expended: - \$0 - (402)

**TITLE OF PROJECT: HMV ENFORCEMENT—ARNOLD
PROJECT NUMBER: 01-PT-02-24****PROGRAM AREA**

Police Traffic Services

JURISDICTION SIZE

City of Arnold—Population 25,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All Drivers committing Hazardous Moving Violations

PROJECT CHARACTERISTICS

This project provided the City of Arnold with overtime funding to conduct saturation enforcement of Hazardous Moving Violations. As part of that focus, the police department attempted to reduce the number of fatal and serious injury accidents in high accident locations. They also concentrated on safety belt violations and child restraint violations.

PROBLEM IDENTIFICATION

The City of Arnold has had a constant figure of fatal and serious motor vehicle accidents during the last several years. Due to the growth of the community, they discovered that while they may not be able to reduce these accidents, they hoped to keep them even with no increase.

GOALS AND OBJECTIVES

To reduce crashes resulting from hazardous moving violations and alcohol-related violations by 5%

STRATEGIES & ACTIVITIES

Two officers were assigned to work a coverage on specific days of the week. These dates had been chosen because of high accident dates and times. A random pattern of patrol was utilized on the major roadways that had been identified as problems.

RESULTS

Due to increased traffic congestion, new roadway construction on a major interstate and State Highway, fatal accidents increased 50% over the previous year. Major injury accidents decreased approximately 25%, although property damage accidents increased approximately 25%.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-24

Year: 2001

Agency Name: Arnold Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests		1				
Speeding Violations		98				
HMV Violations		25				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>		124				
Seat Belt Violations		37				
Child Restraint Violations		3				
Number of Traffic Stops		418				
Number of Hours Worked		87.25				

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 6 Injury 321 Property Damage 913

Reporting Officer's Name: Acting Chief Robert Shockey

SOBRIETY CHECKPOINT YEAR END SUMMARY

AGENCY NAME: Arnold Police Department

Sobriety Checkpoint Project #_01-PT-02-24
Time -- 10:00 p.m. to 3:00 a.m.

Total number of sobriety checkpoints 4

Total number of cars stopped 1963

Total number of times video camera used 31

Total number of times videotape used in court _____

Total number of times PBT used 0

Total number of times PBT was the only probable cause test used 0

Total number of man-hours 100

Total number of dollars spent \$2819.80

ARREST TOTALS

DWI 16 Drugs 5 License Violations

Total BAC 20 Total Refusals

Total Seat Belt Violations Total Child Restraint Violations

Other 24

Age of Arrested DWI:

16-20 # 4 21-29 # 3 30-39 # 3 40-50 # 4 Over 50 # 2

**TITLE OF PROJECT: HMV ENFORCEMENT—BALLWIN
PROJECT NUMBER: 01-PT-02-25****PROGRAM AREA(S)**

Police Traffic Services

JURISDICTION SIZE

Ballwin—Population 30,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All motorists committing hazardous moving violations

PROJECT CHARACTERISTICS

This project provided overtime funding to enforce Hazardous Moving Violations along the section of State Route 100 patrolled by the Ballwin Police. Media releases were also used to help educate the motoring public as to the goals of the project.

PROBLEM IDENTIFICATION

During the years 1997 through 1999, 1,822 crash reports were written by the Ballwin Police, of which 47% (or 855) occurred on State Route 100. Ballwin ranks 47th statewide in traffic crashes.

GOALS AND OBJECTIVES

To reduce traffic crashes along the 2.7-mile segment of State Route 100 patrolled by the Ballwin Police by 18%. To accomplish this goal, intensive patrol through strict enforcement and education by means of a media release and an educational pamphlet produced by the Ballwin Police Department was used.

STRATEGIES & ACTIVITIES

One officer was assigned to enforce all hazardous moving violations along the targeted segment of State Route 100 between the hours of 3:00 P.M. and 7:00 P.M. each Friday and Saturday during the grant enforcement period. Special emphasis was paid to the Following Too Close and Failure To Yield violations.

RESULTS

The application for this grant requested funding in the amount of \$11,836.20, which would have allowed Hazardous Moving Violation enforcement each Friday and Saturday throughout the entire year. Funding was awarded in the amount of \$5,000, resulting in a greatly scaled-back enforcement plan. Final grant acceptance and approval to expend awarded funds was received on October 11, 2000, one week into the grant period.

Statistics contained in the grant application indicated an average of 285 crashes occurred along the target area during the enforcement months October through April in the previous three years, 1997, 1998 and 1999.

Enforcement of Hazardous Moving Violations in the target area commenced the weekend of October 13-14, 2001, from 3:00 P.M. through 7:00 P.M. Listed below are the statistics as shown in the grant application compared to the number of crashes reported during the current grant enforcement period.

	CRASHES 1997-1999	MONTH	AVERAGE	CRASHES 2000-2001	REDUCTION/ INCREASE
	88	October	29	16	-13 or -45%
	77	November	26	28	+2 or +7%
	74	December	25	26	+1 or +4%
	66	January	22	20	-2 or -9%
	64	February	21	17	-4 or -19%
	56	March	19	11	-8 or -42%
	79 (19)*	April	26 (6)*	3	-3 or -50%
TOTAL	504 (444)	7 months	168 (148)*	121	-27 or -18%

The grant application specified an 18% reduction in crashes along the target area over a twelve-month period October 2000 through September 2001. During this grant enforcement period, an 18% reduction was realized in a seventh-month period.

*Funding was only available for enforcement action to occur one day, April 7, in April 2001. The numbers in parentheses account for the number of crashes occurring between April 1 and April 7 during the years 1997 through 1999. These numbers were used to calculate the percent of change as compared with April 2001.

The method used to determine the rate/percent of change is described as: The total crashes reported for each month during the years 1997 through 1999 were divided by 3 to achieve the three-year average. The number of crashes for the month of the current year was tabulated. The difference between the current grant year and the previous three years was determined to obtain the rate of change. The rate of change was then divided into the 1997-1999 average to determine the percent of change.

Example:

A total of 88 crashes occurred during the month of April 1997 through 1999.

88 divided by 3 equals an average of 29 crashes for the previous three years.

There were 16 crashes reported in April 2000.

16 was subtracted from 29 to obtain the rate of change, 13.

13 was divided by 29 to obtain the percent of change, -45%.

During this grant enforcement period, 219 hours of enforcement took place over 41 days. Of the \$5,000 budgeted, \$4,978.08 was expended. There were 579 traffic stops conducted in which 610 Hazardous Moving Violations and 800 Non-Hazardous Moving Violations were written.

Contact MDHS Program Coordinator:
Bill Whitfield @ 1-800-800-2358
Funds Expended: \$4,978.08 402

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-25

Year: 2001

Agency Name: Ballwin

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	128	2				
Speeding Violations	4556	97				
HMV Violations	4353	521				
TOTAL HMV VIOLATIONS (A total of the three above categories)	10,137	610				
Seat Belt Violations	544	77				
Child Restraint Violations	16	1				
Number of Traffic Stops	10944	579				
Number of Hours Worked		219				

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 0 Injury114 Property Damage495

Reporting Officer's Name Lt. Kevin Bushery

**TITLE OF PROJECT: HMV/WOLFPACK/DWI CHECKPOINTS—
BELLEFONTAINE NEIGHBORS
PROJECT NUMBER: 01-PT-02-26**

PROGRAM AREA(S)

Police Traffic Services

JURISDICTION SIZE

Population 11,200

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All Drivers but with special emphasis on Aggressive and Drinking Drivers

PROJECT CHARACTERISTICS

The wolfpack and sobriety checkpoint projects provided overtime funding to enforce drinking and driving violations occurring in various locations within the city. The HMV project was conducted in cooperation with the cities of Ferguson, Florissant and Hazelwood to patrol the I-270 corridor to reduce accidents, speeding and aggressive driving.

PROBLEM IDENTIFICATION

HMV enforcement was conducted due to the high incidence of excessive speed and aggressive driving along the north I-270 corridor. The wolfpack and DWI checkpoints were initiated due to alcohol-related incidences and drivers being under the influence of alcohol, with the intention of removing those drivers from the roadways.

GOALS AND OBJECTIVES

- 1) To increase alcohol-related arrests by 20% over the previous year
- 2) To decrease alcohol related accidents within the city
- 3) To reduce accidents related to alcohol, speed, and aggressive driving along the north I-270 corridor.

STRATEGIES & ACTIVITIES

Two officers working wolfpacks on weekends, either Friday or Saturday nights during the hours of 11 pm through 3 am, by using random patrolling of the city and the use of PBT's to reduce alcohol-related incidences and remove drunk drivers from the roadways. HMV enforcement to be conducted once a week in conjunction with Ferguson, Florissant and Hazelwood along the I-270 corridor to stop excessive speed, aggressive driving and attempt to reduce accidents along this stretch of Interstate. Sobriety checkpoints to be conducted from 10 pm to 3 am five times a year to accomplish the removal of drunk drivers.

RESULTS

During the course of this grant there was a 5% decrease in DWI violations, a 52% decrease in speed violations and a 41% decrease in HMV violations. Alcohol-related accidents decreased by 1.09% during this time period.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-26

Year: 2001

Agency Name: Bellefontaine Neighbors Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project Sobriety Checkpoint (Please Describe)
DWI Arrests	58	0		5		5
Speeding Violations	1259	361		43		0
HMV Violations	430	83		63		6
TOTAL HMV VIOLATIONS (A total of the three above categories)	1747	444		111		11
Seat Belt Violations	653	45		19		30
Child Restraint Violations	95	2		1		7
Number of Traffic Stops	N/A	509		142		317
Number of Hours Worked	N/A	116		111		120

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 1

Injury 62

Property Damage 201

Reporting Officer's Name Lt John Rueckert

SOBRIETY CHECKPOINT YEAR END SUMMARY

AGENCY NAME: BELLEFONTAINE NEIGHBORS POLICE DEPARTMENT

Sobriety Checkpoint Project # 01-PT-02-26

Time -- 10:00 p.m. to 3:00 a.m.

Total number of sobriety checkpoints 5

Total number of cars stopped 317

Total number of times video camera used 8

Total number of times videotape used in court 0

Total number of times PBT used 9

Total number of times PBT was the only probable cause test used 3

Total number of man-hours 120

Total number of dollars spent \$3,303.45

ARREST TOTALS

DWI 5 Drugs 3 License Violations 96

Total BAC 4 Total Refusals 1

Total Seat Belt Violations 30 Total Child Restraint Violations 7

Other 134

Age of Arrested DWI:

16-20 # _____ 21-29 # _____ 30-39 # 1 40-50 # 1 Over 50 # 3

**TITLE OF PROJECT: SPEED ENFORCEMENT—BEL-NOR
PROJECT NUMBER: 01-PT-02-27****PROGRAM AREA(S)**

Police Traffic Services

JURISDICTION SIZE

Village of Bel-Nor—Population 3,600

TYPE OF JURISDICTION

Urban, High School, University

TARGETED POPULATION(S)

All Drivers, Aggressive/Speeding Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to enforce speeding and aggressive driving violations occurring in high accident locations in Bel-Nor, MO along with the two Municipalities that we provide services for under contract. The Police Department coupled their enforcement efforts, with providing information to the area High School and University.

PROBLEM IDENTIFICATION

Traffic analysis showed that the highest number of traffic crashes and hazardous moving violations occurred between the hours of 8:00 a.m. and 12:00 p.m. daily and again from the hours of 6:00 p.m. to 10:00 p.m. daily. The traffic violations tend to be in the 8400 block of State Route 115, State route 180 and within the city limits of Bel-Nor. The hours noted indicate that most of the violations occur during peak student and rush-hour traffic. The following is a breakdown of the number of crashes and injury crashes associated with those roadways: Bel-Nor City limits—28 crashes with 11 injury crashes; State Route 115—22 crashes with 12 injury crashes; State Route 180—16 crashes with 9 injury crashes.

GOALS AND OBJECTIVES

1. To reduce accidents caused by speeding and or aggressive drivers.
2. To increase speed and aggressive driving citations/arrests, in high accident locations.

STRATEGIES & ACTIVITIES

Officers were assigned in 4-hour blocks during high traffic times, in conjunction with high accident times. Officers patrolled these locations randomly, and had zero tolerance during this time.

RESULTS

Accident totals were down dramatically from the previous year(s); citations issued in these areas were dramatically higher, resulting in a safer environment for drivers.

Contact MDHS Program Coordinator:
Bill Whittfield @ 1-800-800-2358
Funds Expended: \$4,654.76 402

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-27

Year: 2001

Agency Name: Bel-Nor

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests						2
Speeding Violations						250
HMV Violations						131
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>						383
Seat Belt Violations						147
Child Restraint Violations						43
Number of Traffic Stops						595
Number of Hours Worked						232

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 0 Injury 4 Property Damage 20

Reporting Officer's Name Sgt. Greg Adams, #132

**TITLE OF PROJECT: HMV, SPEED, DWI ENFORCEMENT AND SOBRIETY
CHECKPOINTS—BELTON
PROJECT NUMBER: 01-PT-02-28**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Belton—Population 20,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All drivers

PROJECT CHARACTERISTICS

The project provided overtime funding to enforce HMV, Speeding, and DWI violations along major roadways of the city. Funding was also provided to purchase equipment necessary for the enforcement activity and officer safety. The projects were coupled with media releases to increase public awareness and compliance of traffic laws.

PROBLEM IDENTIFICATION

The City of Belton ranks 43rd in the state for all traffic crashes. Of the 603 traffic crashes during fiscal year 1999, 3% were speed-related while 3.4% were alcohol-related. Seven locations in the city were identified as high crash locations. They are: Missouri 58 Highway from Y Highway to Bradford Street; Missouri 58 Highway and Peculiar Drive; Missouri Y Highway from Missouri 58 Highway to Hershel; Southbound US 71 Exit and Missouri 58 Highway; Southbound US 71 Highway and Missouri Y Highway; Southbound US 71 Highway from 155th Street to Missouri Y Highway; and Missouri 58 Highway and Powell Parkway.

GOALS AND OBJECTIVES

1. HMV—To reduce the number of traffic crashes at identified locations by 30%
2. Speed—To reduce the number of speed-related crashes at identified locations and to reduce the number of citizen complaints in residential areas.
3. Sobriety Checkpoints—To reduce the number of alcohol-related crashes on the identified locations by 30%.
4. DWI—(same as Sobriety Checkpoints)

STRATEGIES & ACTIVITIES

1. An overtime officer was assigned to work four-hour blocks between 7:00 a.m. and 7:00 p.m., four days per month during the weekdays during the months of October, December, March, and August.
2. Overtime officers conducted radar enforcement on Wednesdays, Thursdays, and Fridays that coincided with the Kansas City Operation Impact dates.
3. Five Sobriety Checkpoints were conducted during the months of October, March, April, July, and September.
4. Two overtime officers performed saturation patrols on Friday and Saturday nights, twice a month, between the hours of 7:00 p.m. and 7:00 a.m.

RESULTS

Crash data normally used for comparison purposes is not available due to temporary software problems with the local traffic data system. State maintained data indicates the total number of crashes increased by 23 from 1999 to 2000. Speed-related crashes increased by 15 crashes while alcohol-related crashes decreased by 1. Arrest totals for the project are: 36 DWI, 330 Speeding, 128 other HMV, and 186 non-HMV.

SOBRIETY CHECKPOINT YEAR END SUMMARY

AGENCY NAME: BELTON POLICE DEPARTMENT

Sobriety Checkpoint Project #01-PT-02-28

Total number of sobriety checkpoints 5

Total number of cars stopped 1068

Total number of times video camera used The video camera was used during the checkpoints to record all SFST tests. (15 times)

Total number of times videotape used in court 0

Total number of times PBT used 0

Total number of times PBT was the only probable cause test used 0

Total number of man-hours 90.3

Total number of dollars spent _____

ARREST TOTALS

DWI 4 Drugs 2 License Violations

Total BAC 4 Total Refusals 0

Total Seat Belt Violations Total Child Restraint Violations

Other 36

Age of Arrested DWI:

16-20 #0 21-29 #0 30-39 #1 40-50 #2 Over 50 #1

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-28

Year: 2001

Agency Name: Belton Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests		1		30		1
Speeding Violations		48		22		260
HMV Violations		29		71		18
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>		78		133		279
Seat Belt Violations		13		11		18
Child Restraint Violations		0		0		1
Number of Traffic Stops		111		134		304
Number of Hours Worked		77.8		156		186

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 1 Injury139 Property Damage463

Reporting Officer's Name

**TITLE OF PROJECT: SOBRIETY CHECKPOINTS—BLUE SPRINGS
PROJECT NUMBER: 01-PT-02-29**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Blue Springs—Population 50,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to enforce DWI violations along major roadways of the city through the use of sobriety checkpoints. Funding was also provided to purchase equipment necessary for the enforcement activity and officer safety. The sobriety checkpoints were coupled with media releases to increase public awareness of the project.

PROBLEM IDENTIFICATION

The City of Blue Springs ranked 16th in the state during the reporting period of 1997-1999 for traffic crashes. During this same period, the city ranked 11th for alcohol related crashes. During the reporting period, 68 people were injured and 1 person was killed due to alcohol-related crashes. The vast majority of these alcohol-related crashes were along three roadways within the city: Missouri Route 7, US 40 Highway, and Woods Chapel Road. With limited manpower responding to consistent calls for service, little time is left to proactively patrol these high crash areas with DWI enforcement.

GOALS AND OBJECTIVES

To reduce the number of alcohol related crashes along Missouri Route 7, US 40 Highway and Woods Chapel Road by 25%

STRATEGIES & ACTIVITIES

- Officers were assigned to conduct sobriety checkpoints along these routes.
- Officers checked vehicles according to an established operational plan.
- Officers utilized SFST testing and PBT units at the sobriety checkpoints in addition to interviewing drivers as they passed through the checkpoints.

RESULTS

Statistical data is not yet available to document the effect of the checkpoints on the alcohol-related crash rates for the targeted locations. However, by comparing alcohol-related crashes from 1999 to 2000, there was an overall decrease of 9%, with a 25% decrease in injury crashes associated with alcohol. The agency also received numerous positive comments from both students and school officials concerning a sobriety checkpoint that was conducted on the same date as the high school's homecoming activities.

SOBRIETY CHECKPOINT YEAR END SUMMARY

AGENCY NAME: BLUE SPRINGS POLICE DEPARTMENT

Sobriety Checkpoint Project #01-PT-02-29

Time -- 10:00 p.m. to 3:00 a.m.

Total number of sobriety checkpoints 2 (Additionally one multi-jurisdictional checkpoint was cancelled by the lead agency due to extreme weather conditions.)

Total number of cars stopped 679

Total number of times video camera used The video camera was used during the checkpoints to record all SFST tests. (22 times)

Total number of times videotape used in court 0

Total number of times PBT used 3

Total number of times PBT was the only probable cause test used 0

Total number of man-hours 134 hours (50 hours on grant)

Total number of dollars spent \$8,085.90 (Grant)

ARREST TOTALS

DWI 11 Drugs 1 License Violations _

Total BAC 13 Total Refusals 0

Total Seat Belt Violations _ Total Child Restraint Violations _

Other 13

Age of Arrested DWI:

16-20 # 1 21-29 # 4 30-39 # 3 40-50 # 3 Over 50 # 0

**TITLE OF PROJECT: HMV ENFORCEMENT—BOONE COUNTY
PROJECT NUMBER: 01-PT-02-30****PROGRAM AREA**

Police Traffic Services

JURISDICTION SIZE

Boone County—Population 200,000

TYPE OF JURISDICTION

Rural

TARGETED POPULATION(S)

All drivers committing hazardous moving violations

PROJECT CHARACTERISTICS

This project provided overtime funding for the Boone County Sheriff's Department to conduct overtime enforcement of hazardous moving violations with specific emphasis on speed and DWI.

PROBLEM IDENTIFICATION

Boone County Sheriff's Department has 31 full-time sworn officers with one of these officers assigned to full-time traffic duties. Boone County has a population of 112,379, has 896.88 miles of county-maintained roadways, and ranks 8th in Missouri in the number of traffic crashes.

GOALS AND OBJECTIVES

To reduce traffic crashes occurring on the county roadways identified as major crash areas by 30%.

STRATEGIES & ACTIVITIES

Four deputies are assigned strictly to traffic enforcement twice a month.

RESULTS

During this contract period, Boone County Sheriff's Department worked 470 hours of overtime with 799 traffic stops that resulted in:

- 18 DWI arrests
- 472 speeding violations
- 46 hazardous moving violations
- 90 seat belt violations
- 11 child restraint violations

Boone County Crash Statistics

YEAR	FATALITY	INJURY	PROPERTY DAMAGE
2000	0	11	55
2001	0	33	124

It should be noted that in May 2001, the Boone County Sheriff's Department began responding to all crashes occurring on County maintained roadways. Prior to that, the Missouri State Highway Patrol worked all the injury and fatality crashes within Boone County outside the municipal city limits of Columbia. Injury crashes included anything from a minor scratch to life-threatening injuries (anything for which an injured motorist requested or required medical attention).

Contact MDHS Program Coordinator:
Jackie Allen @ 1-800-800-2358
Funds Expended: \$11,277.57 (402)

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-30

Year: 2001

Agency Name: Boone County Sheriff's Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests		1		17		
Speeding Violations		453		19		
HMV Violations		39		7		
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>		493		43		
Seat Belt Violations		72		18		
Child Restraint Violations		11		0		
Number of Traffic Stops		696		103		
Number of Hours Worked		350		120		

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 0 Injury33 Property Damage124

Reporting Officer's Name Deputy Scott M. Ewing #161

**TITLE OF PROJECT: HMV ENFORCEMENT—BRENTWOOD
PROJECT NUMBER: 01-PT-02-31**

PROGRAM AREA(S)

Police Traffic Services

JURISDICTION SIZE

Brentwood—Population 9,000

TYPE OF JURISDICTION

Urban Municipality

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

The project provided overtime funding to enforce hazardous moving violations in high accident locations and areas of frequent citizen complaints. Funding was also provided to purchase a new radar unit to assist officers in enforcement efforts.

PROBLEM IDENTIFICATION

The City of Brentwood had 1,219 accidents from 1998 – 2000; 986 of these accidents involved vehicles in transit. About 58% of these accidents were due to some type of moving violations. The overtime grant made it possible to dedicate officers' time to traffic enforcement exclusively in the areas with the highest accident rates.

GOALS AND OBJECTIVES

1. To reduce the number of accidents by dedicating officers to the areas with the highest accident rates, and strictly enforce the traffic laws.
2. Create a high visibility of a police presence in these areas that has proven to help the occurrence of accidents.

STRATEGIES & ACTIVITIES

- Officers were assigned to four-hour shifts on those days and during the times when the highest numbers of accidents occurred.
- Articles were placed in the local newspaper advertising the extra enforcement efforts. Additional time provided the placement of the speed-monitoring trailer.

RESULTS

During the grant period there were 934 accidents and there was a 12% decrease in the number of accidents related to some type of a moving violation.

Contact MDHS Program Coordinator:
Bill Whitfield @ 1-800-800-2358
Funds Expended: \$5,791.26 402

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-31

Year: 2001

Agency Name: Brentwood Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests		2				
Speeding Violations		119				
HMV Violations		49				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>		170				
Seat Belt Violations		51				
Child Restraint Violations		6				
Number of Traffic Stops		294				
Number of Hours Worked		134				

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 1 Injury127 Property Damage 565 Total crashes 934

Reporting Officer's Name Wm. Karabas

Note: 74 Non HMV Summons were also issued.

**TITLE OF PROJECT: SOBRIETY CHECKPOINTS—BROOKFIELD
PROJECT NUMBER: 01-PT-02-32**

PROGRAM AREA

Police Traffic Services (Alcohol)

JURISDICTION SIZE

Brookfield; population 5,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

It appeared that a large number of crashes along with a large number of DWI arrests were occurring in the same area of town. The overtime funding provided through the Missouri Division of Highway Safety allowed the City of Brookfield to conduct Sobriety Checkpoints in hopes of reducing the number of DWI offenses. Equipment needed to perform proper checkpoints along with a video camera (to film field sobriety tests and arrests) as well as a portable breath tester to be used at the checkpoints was purchased with Highway Safety funds.

PROBLEM IDENTIFICATION

The City of Brookfield Police Department determined that of the 523 traffic crashes in the city limits, an average of 43% of the crashes were occurring in the same section of the city. It was also determined that 42% of all DWI arrests were occurring in the same section (southwest quarter).

GOALS AND OBJECTIVES

Reduce the number of alcohol related crashes in the southwest corner of the city (West Helm St., South Main, West Lockling) by 25%

STRATEGIES & ACTIVITIES

Officers of the Brookfield Police Department, Linn County Sheriff's Department and the Missouri Highway Patrol conducted three Sobriety Checkpoints between the hours of 10:00 p.m. and 3:00 a.m. on each of the streets named above. These checkpoints were conducted during the months of July, August and September.

RESULTS

The number of crashes was reduced by 20% in the targeted area. The reduction of DWI arrests in the targeted area may be the result of the awareness made through the local media of the checkpoint programs. With the cooperation of the press, the checkpoint program was well publicized both before and after the events. The Police Department feels this reduced the number of impaired drivers during the checkpoint activities.

SOBRIETY CHECKPOINT YEAR END SUMMARY

AGENCY NAME: Brookfield Police Department

Sobriety Checkpoint Project # 01-PT-02-32

Time -- 10:00 p.m. to 3:00 a.m.

Total number of sobriety checkpoints 3

Total number of cars stopped 327

Total number of times video camera used 3

Total number of times videotape used in court 2

Total number of times PBT used 2

Total number of times PBT was the only probable cause test used 2

Total number of man-hours 27

Total number of dollars spent \$355.27

ARREST TOTALS

DWI 1 Drugs 0 License Violations 0

Total BAC 1 Total Refusals 0

Total Seat Belt Violations 0 Total Child Restraint Violations 0

Other 0

Age of Arrested DWI:

16-20 # 21-29 # 1 30-39 # 40-50 # Over 50 #

**TITLE OF PROJECT: HMV, DWI ENFORCEMENT—CASS COUNTY SHERIFF'S
DEPARTMENT**
PROJECT NUMBER: 01-PT-02-33

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Cass County—Population 80,520

TYPE OF JURISDICTION

Urban

TARGETED POPULATION

All Licensed Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to detect hazardous moving violations and impaired driving by conducting enforcement in high crash locations and alcohol-related crash areas. Media releases were utilized in conjunction with the enforcement efforts to raise public awareness to the number of drinking drivers in the city and the response by the Police Department to curb the number of people drinking and driving, along with other traffic safety issues.

PROBLEM IDENTIFICATION

Cass County ranks 15th in the state for all traffic crashes and 15th for fatal and personal injury crashes. This county also ranks 14th in speed-related crashes and 19th in alcohol-related crashes. Cass County ranks 24th in crashes involving alcohol and drivers under the age of 21.

GOALS AND OBJECTIVES

1. HMV—to reduce traffic crashes and the severity of these crashes on county maintained roadways
2. Speed—to reduce alcohol-related crashes on county maintained roadways.

STRATEGIES & ACTIVITIES

1. HMV enforcement was conducted during weekdays between 6:00 a.m. and 8:00 a.m. and from 2:00 p.m. to 6:00 p.m. Officers also worked in conjunction with the Cass County S.T.E.P. operation.
2. DWI Enforcement was conducted by overtime deputies on Thursdays, Fridays, and Saturdays between the hours of 9:00 p.m. and 4:00 a.m.

RESULTS

Injury crash rates have decreased within the county although the number of crashes has increased. Injury crash rates decreased from 72.9 in 1998 to 68.6 in 2000. The number of alcohol-related crashes have decreased from 98 in 1999 to 70 in 2000. There were 2 alcohol-related fatal crashes in 1999 and 0 in 2000.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-33

Year: 2001

Agency Name: Cass County Sheriff's Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Other Project (Please Describe)
DWI Arrests		2		1	
Speeding Violations		324		8	
HMV Violations		66		9	
TOTAL HMV VIOLATIONS (A total of the three above categories)		392		18	
Seat Belt Violations		11		1	
Child Restraint Violations		2		0	
Number of Traffic Stops		415		23	
Number of Hours Worked		201		22	

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 0 Injury_ Property Damage_ Total Crashes 433

Reporting Officer's Name Lt. Mitch Phillips

**TITLE OF PROJECT: WORKFORCE TRAFFIC SAFETY OFFICER
PROJECT NUMBER: 01-PT-02-35**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Chesterfield—Population 46,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION

Businesses, parents of children in safety seats and high school students.

PROJECT CHARACTERISTICS

The focus of this program was to reach a large number of people via a unique partnership between the Chesterfield Police and the business community designed to educate and encourage safe driving practices. This resulted in the reduction of crashes, fewer injuries and loss of life in the community. As a result of its success and strong interest from parents and school administrators this program was expanded to include child safety seat inspections/installations and safety presentations at area high schools.

PROBLEM IDENTIFICATION

The City of Chesterfield is located in west St. Louis County and is one of the largest municipalities in Missouri covering over 30 square miles. Since its inception the city's growth has contributed to an increase in traffic and related crashes. Chesterfield ranks 17th in the state in crash rate. The Chesterfield Police Department has a three pronged approach to traffic safety: education, enforcement and investigation. These components must be used simultaneously to effectively reduce crashes and save lives.

As 2.7 million citizens make up the workforce in Missouri and motor vehicle injuries are the leading cause of workplace deaths, there exists a need to address traffic safety in the workplace. The economic cost of motor vehicle crashes to Missouri employers' average approximately \$9,716 per incident totaling over \$1.8 billion dollars a year. In addition, traffic crashes result in lost workdays, workplace disruption, billions of dollars in health care and social support and large costs to individuals beyond what employers pay out. Driver error is a primary or contributing cause in 95% of vehicle crashes. This means that the vast majority of crashes can be prevented. By making safe driving practices and techniques a priority in overall workplace safety, crashes can be prevented, the severity of injuries reduced and lives saved on Missouri highways.

GOALS AND OBJECTIVES

Goal: To target 25 businesses/industries/corporations to implement traffic safety programs in an attempt to increase safe driving awareness and skill for their employees.

Objectives:

1. Assign a full-time (certified) police officer as Workforce Traffic Safety Officer. This officer will be assigned to the Traffic Division and shall devote his efforts to the Workforce Traffic Safety Initiative.
2. Develop a strategy to maximize the number of employee contacts and enter into agreements with employers to provide traffic safety programs to employees. Employers must support and be an active partner (with the Chesterfield Police Department) in the Workforce Safety initiative. Program activities will include.
 - A. Press releases in local papers to advertise partnership.
 - B. Partnership plaques to recognize employers for safety initiative.
 - C. Develop program schedule for safety presentations in the workplace.
 - D. Provide safety presentations to groups of employees.
 - E. Participate in company safety fairs and related events.
3. Conduct various surveys and studies at targeted businesses/industries/corporations to develop a baseline of data to identify problem areas and determine the effectiveness of the Workplace Traffic Safety Initiative.
 - A. Pre-Training surveys and studies will be conducted to determine employee attitudes and driving habits, operation of motor vehicle while under the influence of drugs or alcohol.
 - B. Post-Training surveys and studies will be conducted in the same fashion to determine if employee-driving behaviors have changed as a result of the Workplace Traffic Safety Initiative. Post-Training surveys and studies will be periodically performed to ascertain the long-term benefits of this initiative. If necessary, additional training may be conducted.

- C. Existing workplace safety practices/policies will be reviewed to determine if traffic safety issues can be incorporated into them. All participating business will be encouraged to adopt an employee seatbelt policy.
 - D. Identify the number of employees, or close family members, who were involved in traffic crashes in the previous year and determine the extent of personal and financial losses, which resulted.
4. Implement and conduct various traffic safety projects to address traffic safety issues.
- A. Promote Missouri Millennium Promise
 - B. Conduct seatbelt checkpoints and participate in NHTSA and Missouri Highway Safety occupant protection initiatives. Special attention will be given to schools and Chesterfield Police Department's Operation Reward.
 - C. Conduct child-seat checkpoints (including proper installation) and participate in NHTSA and Missouri Highway Safety child-seat initiatives. Special attention will be given to taxi and limousine services and their use of child-seats.
 - D. Conduct Drinking and Driving prevention projects, including participation in NHTSA, Missouri Highway Safety, MADD and SADD drinking and driving prevention initiatives.
 - E. Conduct defensive driving training. Special attention will be given to schools and new driver training.
 - F. Promote aggressive driving reduction.
 - G. Promote holiday safety, with emphasis on drinking and driving. Special attention will be given to shopping centers and malls.

STRATEGIES & ACTIVITIES

On 11/01/99, Traffic Officer Mark Caswell was appointed as the department's Workforce Traffic Safety Officer. His full-time position was dedicated to accomplishing the goals and objectives of this grant. His responsibilities include: business presentations, school presentations, Citizen Academy presentations, Teen Academy presentations, Victim Impact Panel presentations, child safety seat checkpoints, child safety seat installations and seatbelt checkpoints.

RESULTS

During the period 10/01/00 to 09/30/01 the following activities were performed.

- Business Presentations – A total of 16 presentations reaching 930 employees. Note: While the goal of 25 business presentations was not met, the total number of employees contacted exceeded expectations. This was due to the size of one corporation (Monsanto) which was a strong advocate of the Workforce Traffic Safety Program.
- Safety Fairs – Participation in 4 corporate safety fairs.
- School Presentations – Conducted 42 school presentations, reaching over 1,000 students.
- Child Car Seat/Safety Belt Activities – 140 child car seats were installed at police headquarters through personal appointments. Additional child car seats were installed and inspected at 9 Child Seat Safety Checkpoints. Five of the Checkpoints were in Chesterfield and 4 were performed as a cooperative effort with other police and fire departments.
- Child Car Seat Training – Officer CASWELL obtained a Child Car Seat Instructor's Certification and helped teach 40 child seat installation classes at area police and fire departments.
- Safety Belt Checkpoints - 6 safety belt checkpoints were conducted at various locations in the City of Chesterfield. Many were performed as part of the ABC initiative (below).
- Victim Impact Panel Meetings – 5 presentations were made to first-time offenders as part of their court ordered probation.
- Operation Reward – 4 seatbelt checkpoints were conducted at local high schools and Tootsie Pops given to students and parents wearing seatbelts.
- Teen Academy – 3 presentations were made at Chesterfield Police Department for 15 high school students interested in law enforcement.
- Citizen Academy - 1 presentation was made at the Chesterfield Police Department for 15 adults interested in law enforcement.
- Operation ABC (American Buckles up Children) – Saturation patrols were performed on ABC dates.
- Cub Scout Presentation – 1 Pack presentation made.

Contact MDHS Program Coordinator:
 Mary Johnson @ 1-800-800-2358
 Funds Expended: \$36,270.98 (402)

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-35

Year: 10/01/00 to 09/30/01

Agency Name: Chesterfield Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	237					N/A
Speeding Violations	2,505					N/A
HMV Violations	2,106					N/A
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	4,691					N/A
Seat Belt Violations	281					N/A
Child Restraint Violations	9					N/A
Number of Traffic Stops	11,242					N/A
Number of Hours Worked	16,660					N/A

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 1 Injury 259 Property Damage 1,090

Reporting Officer's Name Lieutenant Dennis Hufford #104

**TITLE OF PROJECT: HMV ENFORCEMENT—CLARK COUNTY SD
PROJECT NUMBER: 01-PT-02-36**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

TYPE OF JURISDICTION

Rural

TARGETED POPULATION

All drivers

PROJECT CHARACTERISTICS

This project was to be a saturation overtime enforcement project. The project was never begun.

PROBLEM IDENTIFICATION

GOALS AND OBJECTIVES

STRATEGIES & ACTIVITIES

RESULTS

Contact MDHS Program Coordinator:
@ 1-800-800-2358
Funds Expended: \$0 (402)

TITLE OF PROJECT: HMV, SPEED ENFORCEMENT, DWI ENFORCEMENT, SOBRIETY CHECKPOINTS, DWI WARRANT SWEEP AND CONSTRUCTION ZONE ENFORCEMENT—CLAY COUNTY
PROJECT NUMBER: 01-PT-02-37

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Clay County—Population 185,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION

All drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to have officers patrolling high crash locations searching for hazardous moving violations, speeding violations, and driving while intoxicated violations. Special efforts were made by additional enforcement in construction zones and by conducting sobriety checkpoints. Warrant sweeps were made to arrest those prior DWI offenders that had violated mandated court appearances. Media releases also accompanied enforcement activities in an attempt to raise public awareness to local traffic issues.

PROBLEM IDENTIFICATION

Traffic crash data for the calendar years of 1997 to 1999 was analyzed to determine the high crash locations within the county (excluding crash data for Kansas City, Missouri). During this period there was a total of 11,321 traffic crashes reported resulting in 62 deaths and 4,488 injuries. The following ten locations were identified as high crash locations: U.S. 69 Highway; Missouri 1 Highway; Missouri 152 Highway; Missouri 9 Highway; Interstate 35; Missouri 210 Highway; Missouri 291 Highway; U.S. 169 Highway; city streets; and county roads.

GOALS AND OBJECTIVES

1. HMV Enforcement—To reduce the number of traffic crashes on the identified roadways by 10%.
2. Speed Enforcement—To reduce the number of speed-related traffic crashes on the identified roadways by 10%.
3. DWI Enforcement—To reduce the number of alcohol-related traffic crashes on the identified roadways by 10%.
4. Sobriety Checkpoints—To reduce the number of alcohol-related traffic crashes on the identified roadways by 10%.
5. DWI Warrant Sweep—To reduce the number of outstanding warrants by 10%.
6. Construction Zone Enforcement—To reduce the number of traffic crashes within construction zones by 10%.

STRATEGIES & ACTIVITIES

1. Five overtime deputies were assigned in 8-hour blocks to conduct enforcement during six enforcement periods during the months of January, February, May, June, July, and August. Media releases were made on the day preceding the enforcement activities to increase driver awareness and compliance.
2. Five overtime deputies were assigned in 8-hour blocks to conduct speed enforcement during six enforcement periods during the months of March, April, May, June, August, and September. Media releases were made on the day preceding the enforcement activities to increase driver awareness and compliance.
3. Five overtime deputies were assigned to conduct saturation DWI patrol between the hours of 8:00 p.m. and 4:00 a.m. Six enforcement periods were conducted during the months of November, December, January, February, March, and August. Two in-car video systems were provided to document field sobriety tests for court purposes. Media releases were made on the day preceding the enforcement activities to increase driver awareness and compliance.
4. Five sobriety checkpoints were conducted at pre-selected locations with four of these checkpoints being joint operations with other law enforcement agencies. The checkpoints were conducted between the hours of 10:00 p.m. and 4:00 a.m. during the months of December, February, April, July, and September. Media releases were made on the day preceding the enforcement activities to increase driver awareness and compliance.

5. Twelve deputies conducted a warrant sweep operation on October 29, 2000 to locate and arrest subjects wanted on outstanding DWI warrants.
6. Five overtime deputies were assigned to 8-hour blocks to perform traffic enforcement in and around construction zones on the identified high crash locations. One enforcement period was conducted during the month of August.

RESULTS

1. The traffic crashes within the targeted locations experienced a 9% increase during the project year. This is due to the increased traffic volume and completion of 20 new highway miles within the county. A total of 415 traffic citations and warning tickets were issued during this project.
2. The targeted high crash locations experienced a 9% increase in traffic crashes during the project year. There were 161 citations and warning tickets issued as a result of this enforcement.
3. There were 53 persons arrested for DWI during the saturation patrols with a total of 207 citations and warning tickets issued.
4. Five sobriety checkpoints were conducted during this project year. There were 1,832 vehicles checked at the checkpoints resulting in 37 DWI arrests. The video cameras were used 90 times to record field sobriety testing at the checkpoint locations.
5. A multi-jurisdictional task force consisting of 37 Clay County deputies and 10 officers from other law enforcement agencies performed the DWI warrant sweep on October 29, 2000. A total of 45 warrants were served during the operation. The warrants served represented 34% of the warrant pending service.
6. The construction zone enforcement targeted a large construction area near a public air show. Due to the traffic congestion around the area, officers performed high visibility patrol and distributed informational brochures on aggressive driving as an educational component.

Contact MDHS Program Coordinator:
Randy Silvey @ 1-800-800-2358
Funds Expended: \$27,877.82 (402)

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-37

Year: 2001

Agency Name: Clay County Sheriff's Office

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Other Project KC Air Show (Please Describe)	Other Project DWI Warrant Sweep (Please Describe)
DWI Arrests		1		53		45 warrants served
Speeding Violations		305		14		
HMV Violations		161		48		
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>		467		115	0	45 warrants served
Seat Belt Violations		14		2		
Child Restraint Violations		8		3		
Number of Traffic Stops		510		1,908	375,000 attended in 2 days - no crashes reported	
Number of Hours Worked		269.5		426.25	80	87.5

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 0 Injury 3 Property Damage 82

Reporting Officer's Name Lieutenant Shauna Craven

SOBRIETY CHECKPOINT YEAR END SUMMARY

AGENCY NAME: Clay County Sheriff's Office

Sobriety Checkpoint Project #01-PT-02-37
Time -- 10:00 p.m. to 4:00 a.m.

Total number of sobriety checkpoints 5

Total number of cars stopped 1,832

Total number of times video camera used 90

Total number of times videotape used in court 0

Total number of times PBT used 78

Total number of times PBT was the only probable cause test used 0

Total number of man-hours 262.75

Total number of dollars spent \$ 5,400.61

ARREST TOTALS

DWI 37 Drugs 11 License Violations 56

Total BAC 35 Total Refusals 6

Total Seat Belt Violations 0 Total Child Restraint Violations 0

Other 0

Age of Arrested DWI:

16-20 #0 21-29 #12 30-39 #14 40-50 #9 Over 50 #1

**TITLE OF PROJECT: HMV ENFORCEMENT—CLINTON COUNTY
PROJECT NUMBER: 01-PT-02-38**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Clinton County—Population 19,070

TYPE OF JURISDICTION

Rural

TARGETED POPULATION

All Licensed Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to enforce all traffic laws on Interstate 35 within the county. Media releases were utilized in conjunction with the enforcement efforts to raise public awareness and compliance.

PROBLEM IDENTIFICATION

Traffic crash data for the calendar year of 1999 indicated Clinton County ranked 67th in total crashes and 60th in fatal and injury crashes. The county also ranked 51st for speed-related crashes, 57th for alcohol-related crashes, and 56th for young drinking driver involved crashes. Interstate 35 Highway was identified as the high crash location for the county.

GOALS AND OBJECTIVES

To reduce traffic crashes caused by Hazardous Moving Violations and reduce the severity of these crashes on Interstate 35 Highway by 10%.

STRATEGIES & ACTIVITIES

- Three overtime officers were assigned to the highway during high crash days and times
- The enforcement was conducted twice a month for a period of eight months
- Times of the enforcement were between 2:00 a.m. and 4:00 a.m., 6:00 a.m. and 10:00 a.m., and 12:00 p.m. and 8:00 p.m.
- Days selected for enforcement were Thursdays, Fridays, Saturdays, Sundays, and Mondays.

RESULTS

A comparison of the crash data on Interstate 35 Highway between fiscal year 2000 and fiscal year 2001 was made. In FY 2000 there were 4 fatal crashes, 111 injury crashes, and 256 property damage crashes for a total of 371. For fiscal year 2001, there were 4 fatal crashes, 133 injury crashes, and 263 property damage crashes for a total of 400 crashes.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-38

Year: 2001

Agency Name: Clinton County Sheriff's Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests		1				
Speeding Violations		411				
HMV Violations		16				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>		428				
Seat Belt Violations		2				
Child Restraint Violations		0				
Number of Traffic Stops		385				
Number of Hours Worked		256				

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 4 Injury133 Property Damage263

Reporting Officer's Name Lt. Leonard Eads

**TITLE OF PROJECT: DWI ENFORCEMENT—COLUMBIA
PROJECT NUMBER: 01-PT-02-39**

PROGRAM AREA

Police Traffic Services (Alcohol)

JURISDICTION SIZE

Columbia—Population 80,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

Drinking Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to enforce drinking and driving violations occurring in high accident locations of Columbia, Missouri. The Police Department coupled their enforcement activities with high profile media releases following their saturation patrols.

PROBLEM IDENTIFICATION

Columbia is located in Central Missouri and has three universities. Columbia ranks sixth statewide in alcohol-involved crashes. Based upon statistics for the past three years, six arterial streets were identified as areas where 33% of the alcohol-related crashes occurred. Those streets are: Providence Road, Broadway Street, Highway 63, Business Loop, Paris Road and College/Rangeline.

GOALS AND OBJECTIVES

- 1) To reduce the total number of alcohol-related crashes on the selected roadways by 20%.

STRATEGIES & ACTIVITIES

- Five officers were assigned to work the high crash locations between 11:00 p.m. and 3:00 a.m. once a month on Friday or Saturday.
- Media releases were utilized as part of the project to increase public awareness and compliance.

RESULTS

Officers working the overtime were required to have Standardized Field Sobriety Test (SFST) before beginning the project. Activities took place in April, June and July of 2001. Because of Memorial Day, Show-Me Games and the World Trade Center incident, no overtime enforcement activities were conducted during those months.

- A total of 74 hours of overtime was worked resulting in 59 traffic stops (6 DWI arrests, 12 speeding and 30 HMV).
- During the enforcement period, overall alcohol-related arrests decreased from 415 in the previous fiscal year to 382, an 8% reduction.
- Alcohol-related crashes also decreased from 136 to 122, a 10% decrease.

Fatal crashes doubled from 6 in 2000 to 12 in 2001. Alcohol did not contribute to any of the fatal crashes in 2000. Alcohol was a factor in three (25%) of the 2001 fatal crashes. Even with the increase in alcohol-involved fatal crashes, Columbia still ranks below the national average. As the community continues to grow the number of crashes within the city is on the rise. This 10% decrease in alcohol-involvement is notable.

**TITLE OF PROJECT: SOBRIETY CHECKPOINT, BAT VAN,
HMV ENFORCEMENT—CREVE COEUR
PROJECT NUMBER: 01-PT-02-40**

PROGRAM AREA

Police Traffic Services (Alcohol)

JURISDICTION SIZE

City of Creve Coeur—Population 16,000 (increasing to 100,000 during business day)

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

Alcohol and Drugged Impaired Drivers

PROJECT CHARACTERISTICS

The project provided overtime funding allowing the police department to conduct 5 Sobriety Checkpoints utilizing the BAT VAN and for Hazardous Moving Violation saturation enforcement in high accident locations—I-270, Rt. 340 (Olive), Rt. 67 (Lindbergh), New Ballas Rd., and Ladue Rd.

PROBLEM IDENTIFICATION

The City of Creve Coeur is located within St. Louis County. The volume of traffic through the city is more than 300,000 vehicles per day. Creve Coeur ranks 31st out of 300 Missouri cities for alcohol-related crashes. Normal staffing does not allow for selective enforcement at problem locations due to calls for service.

GOALS AND OBJECTIVES

Goal: To reduce the number of crashes occurring in targeted high crash locations.

Objectives:

1. Increase the number of individuals arrested for driving while intoxicated
2. Increase public awareness of the dangers of driving while intoxicated and the perception of being arrested for driving while intoxicated in an effort to deter the intoxicated driver from driving
3. Increase arrests for hazardous moving violations

STRATEGIES & ACTIVITIES

- 5 Sobriety Checkpoints were conducted utilizing 8 officers, and 1 supervisor on major roadways.
- These checkpoints involved stopping every 4th car and asking drivers about alcohol consumption.
- PBTs, the BAT Van, and officers trained in Standard Field Sobriety Tests were used to detect and arrest drunk/impaired drivers.
- The sobriety checkpoints were conducted between the hours of 10:00 PM and 2:00 AM in an effort to locate drunken and impaired drivers on the roadway.
- Saturation enforcement for hazardous moving violations was conducted at high crash locations.

RESULTS

These enforcement efforts assisted in reducing the number of property damage accidents over the previous year. The sobriety checkpoints were very successful making driver contacts and DWI arrests. This heightened the awareness of the drunk and impaired driver problem in the community. The Police Department received numerous comments praising their efforts and commitment towards eliminating drunk drivers. The news media cooperated by publicizing the sobriety checkpoints and on 2 of the checkpoints, photographers and a reporter came to the checkpoint to observe. In addition, MADD participated in 2 of the sobriety checkpoints as observers.

Contact MDHS Program Coordinator:
Bill Whitfield @ 1-800-800-2358
Funds Expended: \$8,302.27 402

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-40

Year: 2001

Agency Name: Creve Coeur Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	159	0				
Speeding Violations	1832	0				
HMV Violations	2917	213				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	4908	213				
Seat Belt Violations	232	5				
Child Restraint Violations	0	0				
Number of Traffic Stops	7931	227				
Number of Hours Worked	N/A	84				

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 0

Injury 375

Property Damage 1181

Reporting Officer's Name Lt. Glenn Eidman

SOBRIETY CHECKPOINT YEAR END SUMMARY

AGENCY NAME: Creve Coeur Police Department

**Sobriety Checkpoint Project # 01-PT-02-40
Time -- 10:00 p.m. to 3:00 a.m.**

Total number of sobriety checkpoints 5

Total number of cars stopped 1312

Total number of times video camera used 5

Total number of times videotape used in court 0

Total number of times PBT used 38

Total number of times PBT was the only probable cause test used 0

Total number of man-hours 225

Total number of dollars spent \$4069.43

ARREST TOTALS

DWI 14 Drugs 4 License Violations 19

Total BAC 10 Total Refusals 4

Total Seat Belt Violations 31 Total Child Restraint Violations 0

Other 37

Age of Arrested DWI:

16-20 # 0 21-29 # 6 30-39 # 5 40-50 # 2 Over 50 # 1

**TITLE OF PROJECT: HMV/DWI ENFORCEMENT—DES PERES
PROJECT NUMBER: 01-PT-02-41**

PROGRAM AREA(s)

Police Traffic Services

JURISDICTION SIZE

Des Peres—Population 10,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

Those Drivers who create moving hazards through excessive speeds, failure to obey traffic signal devices, and driving while intoxicated.

PROJECT CHARACTERISTICS

This project provided overtime funding to enable the Des Peres Police Department to use additional patrol officers to enforce traffic laws at high hazard locations. Des Peres is a small community with a very large daytime population, thus causing numerous traffic problems.

PROBLEM IDENTIFICATION

Des Peres is experiencing several traffic problems as the result of Missouri Department of Transportation projects. One of these projects is the opening of new westbound Manchester (State Rte 100). The confusion during construction and after opening has contributed to several serious crashes. This, coupled with the frustration experienced by drivers due to congestion, has taxed this small municipal department heavily.

GOALS AND OBJECTIVES

1. The goal is to reduce traffic crashes locally.
2. The objective would be to increase visibility and enforcement through an increased presence.

STRATEGIES & ACTIVITIES

- HMV overtime—assign one officer to conduct traffic enforcement on Manchester Road during peak usage hours.
- DWI overtime—assign one officer to DWI enforcement patrol on Friday and Saturday Between the hours of 23:00 and 03:00.

RESULTS

Des Peres was able to again maintain a higher level of traffic enforcement as evidenced through the increased summonses issued as compared to previous years totals prior to our grant awards.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-41

Year: 2001

Agency Name: Des Peres DPS

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	83	0		8		
Speeding Violations	1891	90		17		
HMV Violations	1354	58		5		
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	3328	148		30		
Seat Belt Violations	277	16		0		
Child Restraint Violations	0	0		0		
Number of Traffic Stops	3860	240		70		
Number of Hours Worked	26,280	108		48		

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 1

Injury 169

Property Damage 583

Reporting Officer's Name Quinn, Sean M.

**TITLE OF PROJECT: HAZARDOUS MOVING VIOLATIONS
& SPEED ENFORCEMENT—EUREKA
PROJECT NUMBER: 01-PT-02-42**

PROGRAM AREA(S)

Police Traffic Services

JURISDICTION SIZE

City of Eureka—Population 7,676

TYPE OF JURISDICTION:

Urban

TARGETED POPULATION(S)

All aggressive drivers

PROJECT CHARACTERISTICS

This project provided overtime funding for one officer each time period to detect and arrest drivers for speeding and other aggressive driving violations in the target area within the City limits of Eureka during the high accident months of May, June, July, and August, 2001.

PROBLEM IDENTIFICATION

Due mainly to the influx (high volume) of non-resident traffic to the Six Flags Theme Park located within Eureka, Missouri, the accident rates for the months of May through August each year historically increase on an average of 100% when compared to the other eight months of the year. With a limited manpower allocation for traffic activities at that time due to increased calls for service, there was (is) a need for increased traffic enforcement activity in an attempt to reduce the number and/or severity of collisions. During this same time period in 2000, there were 7 fatalities in the targeted area.

GOALS AND OBJECTIVES

To reduce the number and severity of traffic crashes occurring on Interstate 44, West Fifth Street (North Outer Road), State Highway W, and State Highway 109, on portions of those roadways located within the City of Eureka by 25% during the months of May, June, July, and August

STRATEGIES & ACTIVITIES

1. One officer was assigned to saturation enforcement on Interstate 44; one officer was assigned to saturation enforcement on Fifth Street and Highways W and 109. During that same time period of high accident rates, in conjunction with a project conducted by the Missouri Highway Department (MoDOT), the speed limit for Interstate 44 in the target area was reduced from 70 mph to 65 mph. Electronic information warning signs were also erected for westbound I-44 motorists alerting them to increased congestion in the Six Flags area.
2. In an unrelated project, the timing sequence of electric traffic signals located within the Interstate 44/Highway 109/Highway W corridor (five signalized intersections within approximately three blocks) was modified and lane marking changes were made, although that has not significantly impacted the collision rate in that area.

RESULTS

First and foremost, taking into account the joint activities stated above:

- There were NO fatalities in the target area of Interstate 44, compared with 7 during the same time period the previous year.
- On westbound I-44, there was a 72% reduction in collisions (from 44 to 12).
- On Fifth Street, there was a 22% reduction in collisions (from 53 to 41) with a 45% reduction in injury collisions.
- For the I-44 exits/109/W/4th Street/5th Street corridor, the changes were insignificant, as were the numbers for Highway W and Highway 109 away from the I-44 corridor, and eastbound I-44.

Based on this information, the results far exceeded their best expectations. It is their belief that the efforts put forth by the Missouri Department of Transportation also had a major impact on these numbers. The Police Department's efforts to improve upon these numbers, however, will continue and if possible improve further.

Contact MDHS Program Coordinator:
Mike Breckle @ 1-800-800-2358
Funds Expended: \$4,452.55 402

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-42 (Speed & HMV Enforcement)

Year: 2001

Agency Name: Eureka Police Dept.

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	24	0				
Speeding Violations	569	247				
HMV Violations	147	82				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	740	329				
Seat Belt Violations	12	14				
Child Restraint Violations	4	3				
Number of Traffic Stops	1190	395				
Number of Hours Worked	15,640	161.5				

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 0 Injury 81 Property Damage 318

Reporting Officer's Name Chief Michael Wiegand

**TITLE OF PROJECT: HMV ENFORCEMENT—FARMINGTON
PROJECT NUMBER: 01-PT-02-43**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

City of Farmington—Population 14,500

TYPE OF JURISDICTION

Rural Municipal

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

This project provided funding to enforce hazardous moving violations in high accident locations in Farmington. Funding was also provided to partially fund one radar unit to be utilized in these enforcement efforts. Media releases were also used in an effort to make public awareness of the enforcement activities.

PROBLEM IDENTIFICATION

Farmington Police Department has 24 full time sworn officers, none of whom are assigned to full-time traffic enforcement. Farmington has a relatively small population of approximately 14,500. But due to Farmington having the largest retail shopping facilities in the area, the daily volume of traffic has increased dramatically. Four major thoroughfares account for over 67% of all traffic accidents in the City of Farmington.

GOALS AND OBJECTIVES

To reduce the number of traffic accidents on the four major thoroughfares caused by driver inattention, failing to yield the right of way, following too closely and speeding.

STRATEGIES & ACTIVITIES

One officer will be assigned to monitor these thoroughfares during the high accident days of the week between 7:00 a.m. and 6:00 p.m., on Tuesdays, Wednesdays, and Thursdays. Since there is no significant change in the percentage of accidents occurring by month, the enforcement period will continue throughout the year.

RESULTS

Based on the number of crashes occurring in the 1999–2000 and 2000–2001 counting periods, there was a 4% decrease in the number of accidents involving inattention, failing to yield the right of way, following too closely and speeding. This decrease does not even take into account the amount of increase in traffic volume between the two counting periods. In addition to the traffic contacts made (shown on the following enforcement report), the following arrests were made during this enforcement period: 4 drug; 12 warrant, 7 driving while revoked/suspended; and 5 others. The Farmington Police Department feels this program has been a success.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-43

Year: 2001

Agency Name: Farmington Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	62	0				
Speeding Violations	1510	872				
HMV Violations	513	101				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	2085	973				
Seat Belt Violations	150	130				
Child Restraint Violations	40	8				
Number of Traffic Stops	N/A	1073				
Number of Hours Worked	N/A	364				

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 1 Injury 82 Property Damage 577

Reporting Officer's Name Corporal Larry Lacey

**TITLE OF PROJECT: HMV ENFORCEMENT—FERGUSON
PROJECT NUMBER: 01-PT-02-44**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Ferguson—Population 22,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

Aggressive Drivers, Drinking Drivers, Parents with children in safety seats.

PROJECT CHARACTERISTICS

In establishing the I-270 Enforcement Group, four adjoining communities brought together diversified resources to achieve cohesiveness to address traffic safety issues. Efforts were made to reduce local traffic crashes and the severity impacting these four communities.

PROBLEM IDENTIFICATION

The City of Ferguson has a population over 22,000 and 6.3 square miles. U.S. I-270, I-70, and I-170 encircle the community as large volumes of motorists travel the community to their destinations. The leading contributing circumstances to their traffic crashes are speed, inattention, failure to yield, and improper lane usage occurring on a 2.5 mile section of U.S. I-270.

GOALS AND OBJECTIVE

Decrease HMV violations at high accident locations through increased saturation enforcement (traffic arrests, citations, written warnings) with emphasis on speed, improper lane use, and failure to yield.

STRATEGIES & ACTIVITIES

- Saturation of these adjoining communities with the I-270 Enforcement Group impacting target locations.
- Enforcement Group utilizing Laser radar, moving & stationary to address issues of aggressive driving behavior and occupant restraint usage.
- Participation in the information exchange during LESTAC meetings, involvement in Operation Impact, the Ferguson-Florissant School District Safety Fair.

RESULTS

Overall the Department showed a reduction of crashes by 9.17 %

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-44

Year: 2001

Agency Name: Ferguson Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project <i>(Please Describe)</i>
DWI Arrests	41	0				
Speeding Violations	2068	259				
HMV Violations	1420	38				
TOTAL HMV VIOLATIONS <i>(A total of the three above categories)</i>	3529	297				
Seat Belt Violations	483	16				
Child Restraint Violations	36	1				
Number of Traffic Stops	xxxxxx	310				
Number of Hours Worked	xxxxxx	158.5				

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 1

Injury 35

Property Damage 99

Reporting Officer's Name Bill Lodderhose

**TITLE OF PROJECT: HMV/DWI ENFORCEMENT—FESTUS
PROJECT NUMBER: 01-PT-02-45**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Festus MO 9,660

TYPE OF JURISDICTION

Suburban

TARGETED POPULATION(S)

Aggressive Drivers; Intoxicated Drivers

PROJECT CHARACTERISTICS

The project provided for overtime funding to enforce DWI violations and hazardous moving violations occurring in high traffic crash locations in Festus MO. The project provided funding for the purchase of two VHS in-car video cameras. The video cameras were used by officers involved in the DWI enforcement periods. The Festus Police Department used press releases before each enforcement period to raise public awareness concerning the problem of intoxicated and aggressive drivers.

PROBLEM IDENTIFICATION

Festus ranked 67th for fatal/personal injury crashes and 50th for total crashes statewide. Festus ranked 56th for alcohol-related crashes and 59.5 for alcohol related crashes for drivers under 21 years of age statewide. The major causes for traffic crashes for Festus were failure to yield, speed and violation of electric signals and stop signs.

GOALS AND OBJECTIVES

1. HMV: To reduce the number of traffic crashes caused by hazardous moving violations by 5%.
2. DWI: To reduce the number of alcohol related traffic crashes by 5%.

STRATEGIES & ACTIVITIES

- Two officers were assigned to work a four-hour shift from 11:00 pm to 3:00 am on either a Friday or Saturday night for DWI enforcement. These officers used video cameras, PBTs and SFSTs to support their enforcement activities.
- One officer was assigned to work a four-hour shift at different times of the week for the HMV enforcement. These officers worked the high traffic crash locations that were identified.

RESULTS

- There was a 46% increase in driving while intoxicated arrests from the previous years.
- There was a reduction in the number of traffic crashes in the targeted areas of Truman Blvd, Veterans Blvd and Interstate 55.
- The number of injury-related traffic crashes decreased by 5%.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-45

Year: 2001

Agency Name: Festus Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	156			27		
Speeding Violations	1185	368		30		
HMV Violations	569	84		108		
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	1910	452		165		
Seat Belt Violations	363	63		36		
Child Restraint Violations	18	3				
Number of Traffic Stops	3782	494		173		
Number of Hours Worked		220		122		

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 0

Injury 140

Property Damage 240

Reporting Officer's Name Jesse James Sproat

**TITLE OF PROJECT: HMV, DWI & SPEED ENFORCEMENT ON I-270
AND RED LIGHT RUNNING—FLORISSANT
PROJECT NUMBER: 01-PT-02-46**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Florissant—Population 50,400

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All Licensed Drivers, Drinking Drivers, and Aggressive Drivers.

PROJECT CHARACTERISTICS

The project provided overtime funding for saturation enforcement and sobriety checkpoints to target drinking drivers, aggressive drivers and speeders along I 270, and red light violators along State Highway 67 which accounts for a large number of their traffic crashes.

PROBLEM IDENTIFICATION

Our department is attempting to reduce the number of persons who drink and drive. We are also attempting to reduce the number of injury and property accidents, as well as overall traffic violations.

GOALS AND OBJECTIVES

To reduce property and injury accidents and increase traffic enforcement.

STRATEGIES & ACTIVITIES

The Florissant Police Department deployed overtime saturation details, working in conjunction with neighboring departments, to reduce traffic violations and crashes along I-270

The Florissant Police Department deployed overtime saturation details to target red light violations on North Highway 67 to reduce traffic crashes

The Florissant Police Department conducted DWI checkpoints to reduce alcohol-related crashes.

RESULTS

Traffic crashes along I 270 remained the same; however, serious injury crashes fell slightly. DWI arrests remained almost the same—101 for 2000-2001 compared to 103 for 1999-2000. A fact the Department reported alarming was that drinking as a contributing factor increased from 17 in 1999-2000 to 51 in 2000-2001. They were also very surprised to see accidents along Highway 67 increase from 502 in 1999-2000 to 548 in 2000-2001.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-46

Year: 10/1/00 to 9/30/01

Agency Name: Florissant Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	0101	000		10		
Speeding Violations	3101	047		10		
HMV Violations	1844	102		27		
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	5046	149		47		
Seat Belt Violations	1569	038		15		
Child Restraint Violations	0040	001		00		
Number of Traffic Stops		221		1387		
Number of Hours Worked		198.5		126.25		

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 7 Injury 350 Property Damage 1447

Reporting Officer's Name Lt. Jack House

SOBRIETY CHECKPOINT YEAR END SUMMARY

AGENCY NAME: FLORISSANT POLICE DEPARTMENT

Sobriety Checkpoint Project #01-PT-02-46
Time -- 10:00 p.m. to 3:00 a.m.

Total number of sobriety checkpoints 5

Total number of cars stopped 1387

Total number of times video camera used 13

Total number of times videotape used in court unk.

Total number of times PBT used 0

Total number of times PBT was the only probable cause test used 0

Total number of man-hours 126.25

Total number of dollars spent \$4,156.25

ARREST TOTALS

DWI 10 Drugs 0 License Violations 9

Total BAC 9 Total Refusals 1

Total Seat Belt Violations 15 Total Child Restraint Violations 0

Other 61

Age of Arrested DWI:

16-20 #1 21-29 #5 30-39 #0 40-50 #1 Over 50 #3

**TITLE OF PROJECT: HMV, SPEED ENFORCEMENT, AND SOBRIETY CHECKPOINTS—
GLADSTONE DPS
PROJECT NUMBER: 01-PT-02-47**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Gladstone—Population 28,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION

All Licensed Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to enforce aggressive driving, speeding and impaired drivers by conducting sobriety checkpoints within the City of Gladstone. Media releases were utilized in conjunction with the enforcement efforts to raise public awareness to the number of drinking drivers in the city and the response by the Police Department to curb the number of people drinking and driving, and along with aggressive driving.

PROBLEM IDENTIFICATION

Gladstone was ranked 33rd in the state for alcohol involved crashes. These statistics show that there still exists a problem with intoxicated drivers. The following locations accounted for 43% of all alcohol-related crashes within the city: North Oak Street; Vivion Road; and Missouri Highway 1. For the time period of October 1999 to September 1999 there were 226 crashes on Missouri Highway 1 and 333 crashes on North Oak Street. The major contributing circumstances of these crashes were following too closely, failure to yield, and speeding.

GOALS AND OBJECTIVES

1. HMV--To reduce traffic crashes and the severity of these crashes on North Oak Street by 30%.
2. Speed—To reduce traffic crashes and the severity of these crashes on Missouri Highway 1 by 30%.
3. Sobriety Checkpoints—Increase awareness of traffic safety concerns involving impaired driving through enforcement, education, improved media relations, and partnerships.

STRATEGIES & ACTIVITIES

1. HMV enforcement was conducted from November 2000 through March 2001 in the high crash locations on N. Oak within the City of Gladstone by assigning two overtime officers during high crash hours (8:00 a.m. to 8:00 p.m.).
2. Speed was conducted from March 2001 through September 2001 in the high crash areas on Mo-1 highway within the City of Gladstone.
3. Four Sobriety Checkpoints were conducted at selected locations within the City of Gladstone.

RESULTS

Reported traffic crashes on Missouri Highway 1 went from 226 in fiscal year 2000 to 213 in fiscal year 2001, a decrease of 6%. Crashes on North Oak Street were 333 in fiscal year 2000 while only 282 were reported in fiscal year 2001, a decrease of 15%. Fifteen DWI arrests were made at the Sobriety Checkpoints with 1,546 vehicles being checked.

Contact MDHS Program Coordinator:
Randy Silvey @ 1-800-800-2358
Funds Expended: \$11,713.68 (402)

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02 47

Year: 2001

Agency Name: Gladstone Public Safety

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project Speed (Please Describe)
DWI Arrests	176	0		15		0
Speeding Violations	2817	377				248
HMV Violations	501	21				0
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	3494	398				248
Seat Belt Violations	233	12				22
Child Restraint Violations	38	2				0
Number of Traffic Stops		487		1546		334
Number of Hours Worked		168		107		108

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 0 Injury166 Property Damage712

Reporting Officer's Name Cpl.J.S. Bolin

SOBRIETY CHECKPOINT YEAR END SUMMARY

AGENCY NAME: Gladstone Public Safety

Sobriety Checkpoint Project #_01-PT-02-47
Time -- 10:00 p.m. to 3:00 a.m.

Total number of sobriety checkpoints 4

Total number of cars stopped 1546

Total number of times video camera used 0

Total number of times videotape used in court 0

Total number of times PBT used 21

Total number of times PBT was the only probable cause test used 0

Total number of man-hours 107

Total number of dollars spent \$5,796.95

ARREST TOTALS

DWI 15 Drugs 1 License Violations 0

Total BAC 18 Total Refusals 1

Total Seat Belt Violations 0 Total Child Restraint Violations 0

Other 42

Age of Arrested DWI:

16-20 #0 21-29 #3 30-39 #8 40-50 #4 Over 50 #0

**TITLE OF PROJECT: HMV ENFORCEMENT—GLENDALE
PROJECT NUMBER: 01-PT-02-48**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

City of Glendale—Population 6,000

TYPE OF JURISDICTION

Residential Area

TARGETED POPULATION(S)

Aggressive Drivers

PROJECT CHARACTERISTICS

The City of Glendale is a “bedroom community” of approximately 6,000 residents. One of its main roadways is Manchester Road (Highway 100). Due to numerous ongoing construction projects, Manchester has experienced increased volume.

PROBLEM IDENTIFICATION

Due to this increase in traffic on Manchester Road (Highway 100), the City of Glendale has experienced a dramatic increase in crashes. Of the 35 crashes reported in the first four months of year 2000, 19 were on Manchester Road; 6 of the crashes resulted in injuries

GOALS AND OBJECTIVES

Make the motoring public more aware of their surroundings and reduce the number of crashes along Manchester Road. An effort will be made to reduce the number of hazardous moving violations in and around the crash site area.

STRATEGIES & ACTIVITIES

Officers were assigned to patrol Manchester Road in an attempt to observe and cite violators. The officers were encouraged to make numerous contacts with particular attention being paid to failure to yield violations. The officers were assigned to work during the peak crash days (Monday-Tuesday) between the hours of noon-6 p.m.

RESULTS

During the reporting period of October 1, 2000 through September 30, 2001, Glendale responded to 29 crashes on Manchester Road—a 25% decrease in crashes compared to the previous year (39).

There was a 32% decrease in crashes on Monday-Tuesday. Only 2 crashes were reported during the days that the officers were actively working the Enforcement Grant.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-48Year : 2001Agency Name: Glendale Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	44	0				
Speeding Violations	1,332	106				
HMV Violations	372	185				
TOTAL HMV VIOLATIONS (A total of the three above categories)	1,748	185				
Seat Belt Violations	40	1				
Child Restraint Violations	3	0				
Number of Traffic Stops	Approx. 2,500	299				
Number of Hours Worked		121.5				

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 0Injury 11Property Damage 57 (Total 68)Reporting Officer's Name Sgt. Keith Wandless

**TITLE OF PROJECT: SPEED ENFORCEMENT AND SOBRIETY CHECKPOINTS—
GRAIN VALLEY
PROJECT NUMBER: 01-PT-02-49**

PROGRAM AREA
Police Traffic Services

JURISDICTION SIZE
Grain Valley: population 6,000

TYPE OF JURISDICTION
Rural

TARGETED POPULATION(S)
All drivers

PROJECT CHARACTERISTICS

The project was designed to target intoxicated and aggressive drivers in the City of Grain Valley. This project was also designed to increase the education and awareness of safe driving habits by giving special attention to seat belt and child safety seat education.

PROBLEM IDENTIFICATION

Grain Valley, Missouri is located along Interstate 70 in eastern Jackson County. Other major routes through the city are U.S. 40 Highway, Route AA, and Route BB. The traffic volume on these roadways has significantly increased due to population and transit growth. Grain Valley ranked 119th in the number of speed involved crashes for the reporting period of 1997 to 1999. The number of crashes in the city has increased by 9% during this three-year period. The number of alcohol-related crashes in the city is influenced by several drinking establishments that remain open until 3:00 a.m. This attracts impaired drivers from outlying communities where other drinking establishments close at 1:00 a.m.

GOALS AND OBJECTIVES

To reduce the number of traffic crashes related to speed and alcohol within the city.

STRATEGIES & ACTIVITIES

Overtime officers were assigned to four-hour intervals to target speeding violations on the identified high crash locations (U.S. 40 Highway, Route AA, and Route BB).

Five Sobriety Checkpoints were conducted in and around areas of high alcohol-related incidents. The checkpoints were held between 10:00 p.m. and 3:00 a.m.

RESULTS

Alcohol-related arrests increased from 111 to 135, a 21% increase while alcohol-related crashes decreased by 30%. Traffic Crashes decreased from 140 in 1999 to 119 in 2000, a 15% decrease.

SOBRIETY CHECKPOINT YEAR END SUMMARY

**AGENCY NAME: Grain Valley PD
Sobriety Checkpoint Project #_01-PT-02-49
Time -- 10:00 p.m. to 3:00 a.m.**

Total number of sobriety checkpoints 4 (last checkpoint cancelled due to weather)

Total number of cars stopped 1113

Total number of times video camera used 20 hours

Total number of times videotape used in court 0

Total number of times PBT used 30

Total number of times PBT was the only probable cause test used 0

Total number of man-hours 102

Total number of dollars spent \$2,088.67

ARREST TOTALS

DWI 23 Drugs 10 License Violations 4

Total BAC 21 Total Refusals 10

Total Seat Belt Violations 0 Total Child Restraint Violations 0

Other 10

Age of Arrested DWI:

16-20 #2 21-29 #8 30-39 #6 40-50 #4 Over 50 #3

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-49

Year: 2001

Agency Name: Grain Valley Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other
DWI Arrests	135	2				
Speeding Violations	581	122				
HMV Violations	254	16				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	970	140				
Seat Belt Violations	6	3				
Child Restraint Violations	9	1				
Number of Traffic Stops		162				
Number of Hours Worked		96.75				

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal _____ Injury 10 Property Damage 145

Reporting Officer's Name Cathy J. Cox

**TITLE OF PROJECT: HMV & SPEED ENFORCEMENT—HANNIBAL
PROJECT NUMBER: 01-PT-02-50****PROGRAM AREA**

Police Traffic Services

JURISDICTION SIZE

Hannibal—Population 18,004

TYPE OF JURISDICTION

Rural Municipality

TARGETED POPULATION(S)

All drivers; Aggressive drivers

PROJECT CHARACTERISTICS

This project provided overtime funding for off-duty officers to enforce hazardous moving violations and speed violations occurring in high accident locations within the city limits of Hannibal. Funding was also provided to assist in the purchase of a laser radar unit to facilitate in the tracking of speed limit violators in congested areas on the highway. Monthly news releases were provided to local media to assist in public awareness of the project's purpose and goals.

PROBLEM IDENTIFICATION

The Hannibal Police Department experiences a significant number of its total accidents occurring on particular segments of Hwy US 61 between Clinic Rd. and Stardust Drive. There was also a high number of minor traffic crashes occurring on Broadway St. from Grand Avenue to the Riverfront (100 - 1200 blocks of Broadway). Due to limited manpower and resources, the normal patrol strength could not effectively reduce the intensity of accidents through normal traffic enforcement. It was determined that a saturated traffic enforcement utilizing off-duty officers on overtime was needed to try to reduce the number of crashes in these areas. Traffic officers also had difficulty in tracking speed violators using conventional radar units due to the congestion of motor vehicles in the segments previously mentioned.

GOALS AND OBJECTIVES

- (1) To decrease the number of traffic crashes in the aforementioned segments of roadway on Hwy US 61 and on Broadway St.
- (2) To increase public awareness of the HMV's and speeding violations through high visibility with police contacts during traffic stops and supplying information to local media outlets through news releases.

STRATEGIES & ACTIVITIES

- One officer was assigned to a 4-hr. block of enforcement on specific times of the day, days of the week and months of the year to conduct HMV and speed enforcement with emphasis placed upon motorists contacts.
- News releases were sent prior to the enforcement dates in an effort to increase public awareness and to gain cooperation with motorists in reducing crashes through attention to driving habits.
- Locations of the enforcement were determined through statistical data to locate specific areas within the city where traffic crashes occurred most often.

RESULTS

Enforcement officers conducted 1,116 traffic stops during a total of 581 hours worked on the project areas. This resulted in an estimated average of 1.92 stops per hour. In comparison to the previous grant year (1999-2000) there was a sum of 141 traffic crashes¹ in the project areas. During this project year (2000-2001), the sum was 196 traffic crashes (an increase of 28%).

¹ The statistical sums of the project areas were taken from the state's MOTIS computer database. Due to problems experienced with the software in the department, sums were not found to be accurate. A hand-count in a specified segment showed that the MOTIS count was significantly higher than the sum automated by the program. Therefore, these totals are considered not to be accurate.

Problems:

- Officers working the enforcement complained of traffic congestion in all project areas making it difficult if not impossible at times to enter safely into traffic or to turn around to apprehend violators. In hindsight, these projects should have been planned with two officers to assist with the traffic stops.
- Unanticipated roadway construction grossly increased traffic congestion due to the reduced speeds in the construction zones. A major overpass and 4-lane expansion of Hwy. 36 that intersect US 61 split the project areas along US 61, adding to congestion and traffic crashes.
- Another major street project began connecting Grand Avenue to Warren Barrett Drive—a major junction that intersects Broadway in the 1200 block. All roads south of Broadway approaching the intersection were detoured. Both roadway projects were not announced until after the PTS grant had been approved.

Contact MDHS Program Coordinator:
Mike Breckle @ 1-800-800-2358
Funds Expended: \$11,481.68 402

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-50

Year: 2001

Agency Name: Hannibal Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	102	1				
Speeding Violations	946	255				
HMV Violations	562	119				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	1610	375				
Seat Belt Violations	94	38				
Child Restraint Violations	25	5				
Number of Traffic Stops	UK	1116				
Number of Hours Worked	UK	581				

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 1 Injury 136 Property Damage 738

Reporting Officer's Name Lt. Thomas E. Bogue

**TITLE OF PROJECT: HMV ENFORCEMENT & SOBRIETY CHECKPOINTS—
HAZELWOOD
PROJECT NUMBER: 01-PT-02-51**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

City of Hazelwood—Population 26,829

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)Aggressive Drivers committing Hazardous Moving
Violations & Alcohol/Drug Impaired Drivers**PROJECT CHARACTERISTICS**

City of Hazelwood Officers worked with three neighboring communities to patrol all four jurisdictions targeting aggressive drivers committing hazardous moving violations that cause accidents on the interstate system spanning all four cities. These officers worked four hours overtime, scheduled during high accident times. Additionally the Hazelwood Police Department conducted five sobriety checkpoints that targeted high alcohol related crash locations.

PROBLEM IDENTIFICATION

In the year prior to the grant there were 959 crashes within the City and 308 were on interstate highways. The causes of these accidents were found to be aggressive driving and hazardous moving violations. Additionally, there were 92 DWI arrests for that year and they were mostly found on four roadways.

GOALS AND OBJECTIVES

Goals:

1. To reduce traffic crashes on Interstate 270 by 20%
2. To reduce alcohol-related crashes on Howdershell Road, North Hanley Road and U. S. Route 67 by 20%
3. Deter alcohol/drug impaired drivers on dates when sobriety checkpoints are held

STRATEGIES & ACTIVITIES

The Hazelwood Police Department will deploy one officer on Interstate 270 for four hours during high accident times to enforce hazardous moving and aggressive driving violations. The officer will work the four hours on overtime and will work with three surrounding communities to enforce these violations in all four jurisdictions. Additionally the Hazelwood Police Department will conduct five sobriety checkpoints on the targeted streets.

RESULTS

During the grant period crashes were reduced on Interstate 270 by 8% (from 329 to 302). There was a serious problem with manpower due to on-duty and off-duty injuries within the department that resulted in an inability to put the officer out on the Interstate as planned. In actually, they only worked 79.5 hours of the anticipated 142 hours. Therefore, they were unable to reach the anticipated goal. Additionally, the sobriety checkpoints were conducted and there were 0 alcohol-related crashes within the City on those dates. DWI arrests on the targeted streets were down 10% (from 25 to 22). The Department is confident that their past and current efforts with sobriety checkpoints is keeping alcohol/drug impaired drivers and corresponding crashes down.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-51

Year: 2001

Agency Name: CITY OF HAZELWOOD

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	78	0	0	3	0	0
Speeding Violations	1998	74	0	0	0	0
HMV Violations	2803	65	0	0	0	0
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	4879	139	0	3	0	0
Seat Belt Violations	168	3	0	0	0	0
Child Restraint Violations	77	2	0	0	0	0
Number of Traffic Stops	5868	140	0	1,983	0	0
Number of Hours Worked	N/A	74.5	0	63 grant	0	0

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 4 Injury347 Property Damage739

Reporting Officer's Name Capt. Mansker

SOBRIETY CHECKPOINT YEAR END SUMMARY

AGENCY NAME: HAZELWOOD POLICE DEPARTMENT

Sobriety Checkpoint Project # 01-PT-02-51

Time -- 10:00 p.m. to 3:00 a.m.

Total number of sobriety checkpoints 5

Total number of cars stopped 1983

Total number of times video camera used 15

Total number of times videotape used in court 0

Total number of times PBT used 0

Total number of times PBT was the only probable cause test used 0

Total number of man-hours 63 grant hours 428 total

Total number of dollars spent \$2,324.76 grant \$12,830.47 total

ARREST TOTALS

DWI 3 Drugs 2 License Violations 15

Total BAC 6 Total Refusals 0

Total Seat Belt Violations 0 Total Child Restraint Violations 0

Other 70

Age of Arrested DWI:

16-20 # 1 21-29 # 1 30-39 # 1 40-50 # _____ Over 50 # _____

**TITLE OF PROJECT: HMV ENFORCEMENT—HERCULANEUM
PROJECT NUMBER: 01-PT-02-52**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Herculaneum—Population 2,800

TYPE OF JURISDICTION

Municipality

TARGETED POPULATION

Aggressive Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to enforce hazardous moving violations within the city limits of Herculaneum, Missouri. This was done in an attempt to raise public awareness regarding the consequences for speeding violations and lane violations.

PROBLEM IDENTIFICATION

Seventy-two percent of the motor vehicle crashes in FY 2000 occurred on the following roadways: Interstate 55, Highway 61-67, McNutt Rd., Joachim Dr. and Scenic Dr. Herculaneum made 60 alcohol related arrests at these locations in FY 2000.

GOALS AND OBJECTIVES

- To increase the number of citations issued at the identified locations by 30% during the project period.
- To decrease the number of accidents at the identified locations by 30% during the project period.

STRATEGIES & ACTIVITIES

Officers were assigned to work overtime saturation enforcement at the identified locations at high accident times.

RESULTS

There was a 23% decrease in motor vehicle accidents.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-52

Year: 2001

Agency Name: Herculaneum Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests		1				
Speeding Violations		134				
HMV Violations		65				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>		229				
Seat Belt Violations		57				
Child Restraint Violations		5				
Number of Traffic Stops		269				
Number of Hours Worked		107				

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 0

Injury 21

Property Damage 91

Reporting Sgt Ken Reese #306

**TITLE OF PROJECT: HMV ENFORCEMENT—HERMANN
PROJECT NUMBER: 01-PT-02-53**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

TYPE OF JURISDICTION

Rural

TARGETED POPULATION

All drivers

PROJECT CHARACTERISTICS

This project was to be a saturation overtime enforcement project. The project was never begun.

PROBLEM IDENTIFICATION

GOALS AND OBJECTIVES

STRATEGIES & ACTIVITIES

RESULTS

Contact MDHS Program Coordinator:
Bill Whitfield @ 1-800-800-2358
Funds Expended: \$0 402

**TITLE OF PROJECT: ALCOHOL, HMV ENFORCEMENT, AND RED LIGHT/AGGRESSIVE DRIVING ENFORCEMENT—INDEPENDENCE
PROJECT NUMBER: 01-PT-02-54**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Independence—Population 115,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All drivers

PROJECT CHARACTERISTICS

This project provided overtime funding for officers to patrol high traffic crash locations in search of hazardous moving violations, aggressive drivers, and driving while intoxicated violations. The alcohol project involved DWI saturation patrols, youth alcohol enforcement, and sobriety checkpoints. Media releases also accompanied enforcement activities in an attempt to raise public awareness to these traffic safety issues.

PROBLEM IDENTIFICATION

For the time period of 1997 to 1999, there were 652 crashes involving impaired drivers. The crashes most commonly occur along the major roadways of U.S. 40 Highway, U.S. 24 Highway, Truman Road, Noland Road, 23rd Street, and Missouri 291 Highway within the city. A total of 110 of these crashes have involved underage drivers. The largest number of these crashes occur on Noland Road.

For the three-year period of 1997 to 1999, 690 crashes were caused by red light violations and aggressive driving (speeding and following too close). Of the hazardous moving violations, 41% were rear-end collisions attributed to following too closely and speeding. Intersectional crashes and angular crashes represented 43% of the total crashes and were caused by violation of traffic control devices, failure to yield, and speeding.

The top ten crash locations for Independence were: Missouri 78 Highway west of Lee's Summit Road; Noland Road at 42nd Terrace; Noland Road from 32nd to 35th Streets; Interstate 70 & Interstate 470; 39th Street at Viking; Missouri 291 southbound from Gudgell to Hidden Valley; Noland Road from 39th Street to Lynn Court; U.S. 40 Highway from Noland Road to Washington; Noland Road from 45th Street to U.S. 40 Highway; and Missouri 291 Highway northbound from Gudgell to Hidden Valley

GOALS AND OBJECTIVES

1. DWI Enforcement—Decrease alcohol-related crashes by 10%.
2. Youth Alcohol Enforcement—Decrease youth alcohol-related crashes by 15%.
3. Sobriety Checkpoints—Decrease alcohol-related crashes by 10%.
4. HMV Enforcement—Decrease all crashes by 5%, injury crashes by 5%, and fatalities by 10%.
5. Red Light Running/Aggressive Driving Enforcement—Participate in the Curb Aggressive Driving Campaign.

STRATEGIES & ACTIVITIES

1. Three officers and one sergeant were assigned to work five hour shifts on Friday and Saturday nights from 10:00 p.m. to 3:00 a.m. Officers patrolled specific areas where DWI arrests and alcohol-related crashes are prevalent.
2. Three officers and one sergeant were assigned to work five hour shifts on Friday and Saturday nights during summer months from 10:00 p.m. to 3:00 a.m. Officer patrolled Noland Road in search of youth alcohol-related violations.
3. Seven checkpoints were conducted on major streets as a highly visible enforcement tool to curb drunk driving. The checkpoints were scheduled on Friday and Saturday nights from 10:00 p.m. to 3:00 a.m.
4. Officers were assigned to the high crash locations for various periods of time as directed by crash data for enforcement.
5. Officers were assigned to locations where crashes involved red light running and aggressive driving. Officers also participated in the Curb Aggressive Driving Campaign sponsored by the Missouri State Highway Patrol.

RESULTS

1. Alcohol-related crashes decreased from 230 to 211, a 9% decrease.
2. Youth alcohol-related crashes decreased from 36 to 31, a 14% decrease.
3. Alcohol-related crashes decreased from 230 to 211, a 9% decrease.
4. All crashes decreased from 3,479 to 3,406, a 2% decrease. Injury crashes decreased by 7% from 1,083 to 1,002.
5. Red light involved crashes decreased from 211 to 195, a decrease of 8%. A total of 145 tickets were issued during the Curb Aggressive Driving Campaign.

Contact MDHS Program Coordinator:

Randy Silvey @ 1-800-800-2358

Funds Expended: \$84,137.89 (402)

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-54

Year: 2001

Agency Name: Independence Police Department

	Entire	HMV	Occupant	DWI	Youth	Other Project
	Department	Enforcement	Restraint Enforcement	Enforcement	Alcohol Enforcement	Red Lt/Agg Driv (Please Describe)
DWI Arrests	610	45		207		13
Speeding Violations	0	1,463		325		66
HMV Violations	14,212	778		340		64
TOTAL HMV VIOLATIONS (A total of the three above categories)	14,822	2,286		872		143
Seat Belt Violations		397		151		59
Child Restraint Violations						
Number of Traffic Stops		2,964		2,174		326
Number of Hours Worked		1,384.75		1,139.5		158.5

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 11

Injury 1,002

Property Damage 2,396

Reporting Officer's Name John Passiglia

SOBRIETY CHECKPOINT YEAR END SUMMARY

AGENCY NAME: Independence Police

Sobriety Checkpoint Project #_01-PT-02-54

Time -- 10:00 p.m. to 3:00 a.m.

Total number of sobriety checkpoints 7

Total number of cars stopped 2,578

Total number of times video camera used 0

Total number of times videotape used in court 0

Total number of times PBT used 4

Total number of times PBT was the only probable cause test used 0

Total number of man-hours 190

Total number of dollars spent \$5,200.15

ARREST TOTALS

DWI 45 Drugs 4 License Violations _

Total BAC 39 Total Refusals 14

Total Seat Belt Violations _____ Total Child Restraint Violations _____

Other 31

Age of Arrested DWI:

16-20 # 3 21-29 # 14 30-39 #11 40-50 #13 Over 50 # 1

**TITLE OF PROJECT: HMV & DWI ENFORCEMENT—JASPER COUNTY
PROJECT NUMBER: 01-PT-02-55****PROGRAM AREA**

Police Traffic Services

JURISDICTION SIZE

Jasper County—Population 104,000

TYPE OF JURISDICTION

Urban and Rural

TARGETED POPULATION

All drivers, especially drinking drivers and those committing Hazardous Moving Violations

PROJECT CHARACTERISTICS

The segments of roadway targeted for HMV and/or DWI enforcement (sections of Highways 43, 171, 66, 96, I-44, AA and FF) were selected due to the figures taken from the 1997-1999 crash data provided by the Highway Patrol. Officers paid overtime by grant funds patrolled these specific areas in order to detect, detain and remove drivers involved in hazardous moving violations or driving while intoxicated.

PROBLEM IDENTIFICATION

Jasper County ranked in the top 10% in the state for both HMV and alcohol-related injuries and fatalities. According to crash data, three highways 43, 171, 96, 66, and I-44 were ranked high for alcohol-related crashes (200). Highways 43, 171, 66, AA, and FF were ranked high for HMV related crashes (300).

GOALS AND OBJECTIVES

HMV—To reduce the number of traffic crashes on the identified roadways by 25%

DWI—To reduce the number of alcohol-related crashes on the roadways identified by 25%

STRATEGIES & ACTIVITIES

Strategies for high visibility enforcement in targeted areas:

Activities included assigning 4-5 officers three times a month to this initiative. These assignments were to target hazardous moving and DWI violations during the time when most crashes were occurring. This was Monday through Saturday between 6:00a.m. and 6:00p.m. The enforcement period was to operate for 12 months. With the use of high visibility enforcement as well as the media in acknowledging the efforts, Jasper County would impact HMV and DWI crashes by reducing the number of crashes in the identified areas.

RESULTS

2000 crash information was compared to the 2001 crash information with the following results:

DRINKING INVOLVED CRASHES

Year	Fatalities	Personal Injuries	Property Damage
2000	17	308	604
2001	5	212	376
	34% reduction	14% reduction	62% reduction

HAZARDOUS MOVING VIOLATIONS

Year	Speed			Other Causes		
	Fatalities	P/I	P/D	Fatalities	P/I	P/D
2000	5	84	136	12	224	464
2001	2	57	68	3	155	306
	60% reduction	28.6% reduction	50% reduction	75% reduction	31% reduction	34% reduction

Contact MDHS Program Coordinator:
Mike Breckle @ 1-800-800-2358
Funds Expended: \$14,016.50 (402)

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-55

Year: 2001

Agency Name: Jasper County Sheriff's Office

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	152	5		27		
Speeding Violations	108	51		31		
HMV Violations	261	159		132		
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	521	215		190		
Seat Belt Violations	103	71		59		
Child Restraint Violations	11	2		3		
Number of Traffic Stops		282		238		
Number of Hours Worked		399.5		425		

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 10

Injury424

Property Damage752

Reporting Officer's Name Capt. Tony Coleman

**TITLE OF PROJECT: SPEED AND DWI ENFORCEMENT—JEFFERSON COUNTY
PROJECT NUMBER: 01-PT-02-56****PROGRAM AREA**

Police Traffic Services

JURISDICTION SIZE

Jefferson County—Population 200,000

TYPE OF JURISDICTION

Rural with some urban areas

TARGETED POPULATION (S)

All aggressive and impaired drivers

PROJECT CHARACTERISTICS

This program provided overtime funding for enforcement of speeding and DWI. It provided the manpower to ensure extra patrol for each of the top twenty roads to reduce the number of accidents occurring on those roads. This was done by placing saturation patrols on those days and nights that produced the most number of accidents on the identified roadways. The project also included operation of high profile sobriety checkpoints. Through newspaper stories and a daily traffic radio shows (hosted by Deputy Dave Curtis DSN 104), the Department attempted to educate the public to the dangers of operating a motor vehicle while intoxicated..

PROBLEM IDENTIFICATION

A collection of data and information reveals an increased problem on county roads. Statistics indicate that 34.8% of crashes occur on county maintained roadways. The years of 1997 through 1999 reveals 10,624 crashes and 3,556 fatal and personal injury crashes throughout unincorporated Jefferson County, which ranked 7th in the state for traffic crashes. The county also ranks 6th for alcohol-related crashes and 5th for alcohol-related crashes involving underage drivers.

GOALS AND OBJECTIVES

1. To reduce the number of the speed related accidents by 25%
2. To reduce the number of alcohol related accidents by 20% on county roadways.

STRATEGIES & ACTIVITIES

- Two to four Deputies were assigned to work from 2000 hrs to 0400 hrs in a highly aggressive patrol to locate and arrest impaired drivers on Thursday, Friday and Saturday night.
- Two to four Deputies were assigned to work high traffic times to reduce the number of speed-related crashes. They were assigned to work mostly week days and daytime hours.
- Four deputies and one supervisor conducted seven sobriety checkpoints between the hours of 2200 hrs and 0300 hrs in high alcohol-related crash areas around the county.

RESULTS

- DWI arrests increased this year from 315 to 479 (a 52% increase)
- Alcohol-related accidents have remained the same at 12%
- Speed citations also increased this year with 4,678 issued for speed
- With the increase in enforcement, the percentage of crashes on county-maintained roads is down from 34.8% to 19.8%. This is due to the increase in Deputies and the time enforcement was conducted. Although accidents were up this year, the Department was still able to slow traffic to prevent more accidents resulting from major road construction and an increase in population.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-56

Year: 2001

Agency Name: Jefferson County Sheriff's Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project OJJDP (Please Describe)
DWI Arrests	168	5		121		185
Speeding Violations	1053	1190		288		
HMV Violations	1086	330		437		205
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	2307	1525		846		390
Seat Belt Violations	254	764		119		
Child Restraint Violations	15	7		3		
Number of Traffic Stops		1818		631		
Number of Hours Worked		839		849		1826

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 18

Injury 1117

Property Damage 2551

Reporting Officer's Name Lt. Ralph Brown #10

SOBRIETY CHECKPOINT YEAR END SUMMARY

AGENCY NAME: JEFFERSON COUNTY SHERIFF DEPARTMENT

Sobriety Checkpoint Project # 01-PT-02-56

Time -- 10:00 p.m. to 3:00 a.m.

Total number of sobriety checkpoints 7

Total number of cars stopped 2,929

Total number of times video camera used 108

Total number of times videotape used in court N/A

Total number of times PBT used 1

Total number of times PBT was the only probable cause test used 1

Total number of man-hours 226

Total number of dollars spent 4,422.33

ARREST TOTALS

DWI 48 Drugs 6 License Violations _

Total BAC 64 Total Refusals 9

Total Seat Belt Violations _ Total Child Restraint Violations _

Other 49

Age of Arrested DWI:

16-20 # 10 21-29 # 9 30-39 # 16 40-50 # 10 Over 50 # 3

**TITLE OF PROJECT: HAZARDOUS MOVING VIOLATIONS—JOPLIN
PROJECT NUMBER: 01-PT-02-57****PROGRAM AREA**

Police Traffic Services

JURISDICTION SIZE

City of Joplin—45,000 (daytime population 235,000)

TYPE OF JURISDICTION Urban

Urban

TARGETED POPULATION

All drivers exhibiting hazardous actions

PROJECT CHARACTERISTICS

The targeted roadway segment has consistently shown yearly increases in all hazardous moving violation crashes including speed, red light running, failure to yield, and following too close. Officers working these areas were asked to concentrate on all hazardous moving violations with emphasis on these areas.

PROBLEM IDENTIFICATION

Joplin had 2,396 traffic crashes in the period 10-01-99 through 09-30-00. Most of those crashes occurred in a segment of US 71 Business (Range Line Road) from Enterprise Drive to 36th Street

GOALS AND OBJECTIVES

To reduce HMV's by 5%

STRATEGIES & ACTIVITIES

Assign high visibility saturation enforcement to the targeted segment of US 71 Business. Activities included assigning 6-8 officers each month to this initiative. These officers were to target hazardous moving and seat belt violations during the time when most crashes were occurring on Monday through Saturday, between 10:00 AM and 8:00 PM. There were generally one to two officers assigned each day, randomly throughout the targeted months (February, March, April, June, July, August and September.).

RESULTS

Although they were unable to achieve the 5% reduction, there was no increase in crashes even with an ever-increasing population. There was a reduction of 29 crashes (from 2396 to 2367) citywide, indicating a successful project.

Contact MDHS Program Coordinator:
Mike Breckle @ 1-800-800-2358
Funds Expended: \$8,970.22 402

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-57

Year: 2001

Agency Name: Joplin Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	521	0				
Speeding Violations	3,135	98				
HMV Violations	6,446	233				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	10,102	331				
Seat Belt Violations	3,577	180				
Child Restraint Violations	128	16				
Number of Traffic Stops	19,150	467				
Number of Hours Worked		404				

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 3 Injury 600 Property Damage 1,764

Reporting Officer's Name Sgt. John C. Jensen #66

**TITLE OF PROJECT: HMV, DWI, SPEED, SIGNAL LIGHT ENFORCEMENT, SOBRIETY
CHECKPOINTS & EDUCATIONAL PROJECT—KANSAS CITY
PROJECT NUMBER: 01-PT-02-58**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Kansas City—Population 500,000 (approximately)

TYPE OF JURISDICTION

Urban

TARGETED POPULATION

All Licensed Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding for officers to enforce hazardous moving violations, speed laws, red light violators, and to detect impaired drivers. This project also allows for an educational project to demonstrate the impairment caused by alcohol through use of the Fatal Vision goggles. Media releases were utilized in conjunction with the enforcement efforts to raise public awareness and compliance.

PROBLEM IDENTIFICATION

Statistics for the past five years show that Kansas City, Missouri is an area that consistently leads the state in personal injury and fatal traffic crashes. Kansas City has a geographical area of 317 square miles with 2,200 surface road miles, 50 gravel road miles, and 75 interstate centerline miles. The Kansas City metropolitan area recorded 63 fatal crashes in 1999 that resulted in 70 deaths.

Kansas City has been identified as the highest ranking city in Missouri for alcohol-involved traffic fatalities and personal injury crashes, and DUI arrests for the past several years. Traffic crash data for the calendar year of 1999 was analyzed to determine the high crash locations involving intoxicated drivers. Based upon this information, twenty streets were identified. These locations accounted for 43% of all alcohol-related motor vehicle crashes. There were a total of 636 alcohol-related crashes within the city in 1999 with 274 of these crashes occurring on those 20 streets. The targeting of impaired and habitual offenders was necessary in order to remove the number of alcohol-impaired offenders from the streets of Kansas City, Missouri. It was also identified that there were an exceptionally high number of DUI offenders that had multiple prior DUI contacts.

GOALS AND OBJECTIVES

1. HMV—To target the top 100 high crash locations and reduce traffic crashes and the severity of these crashes at these locations.
2. DWI—To increase the number of alcohol-related arrests by 20% and to reduce the number of alcohol-related crashes by 20%.
3. Speed—To reduce the number of speed-related crashes especially those on and along the I-435 corridor.
4. Signal Light—To reduce the occurrence of red light running violations thereby reducing the number of traffic crashes occurring at intersections.
5. Sobriety Checkpoints—To increase the number of DUI arrests and to decrease the number of alcohol-related crashes.
6. Educational Project—To present six public displays per month targeting teenage drivers to encourage safe driving habits by using seat belts and by not drinking and driving.

STRATEGIES & ACTIVITIES

1. HMV—The agency utilized selective enforcement for overtime manpower to enforce hazardous moving violations at high crash locations on days and times as determined by computer analysis.
2. DWI—There were 27 DUI patrols which involved 5 officers and 1 supervisor working 5-hour shifts between the hours of 11 pm and 4 am. The patrols worked on various days throughout the week, which were identified as having a large percentage of alcohol related crashes. There were 6 DUI surveillance activities conducted utilizing 6 officers and 1 supervisor who worked 5-hour shifts. These surveillance activities were conducted randomly with no specific days or hours specified.
3. Speed—Overtime officers were deployed during stationary and mobile radar patrol using laser radar units for “call-downs” to awaiting mobile units. Special emphasis was placed on portions of Interstate 435 Highway. Officers used both marked and unmarked units during the two to four hour blocks of enforcement.

4. Signal Light—Overtime officers were assigned to detect red light violations at selected intersections based on a monthly listing of high crash intersections. Days and times of the enforcement were determined by computer analysis of the crash data.
5. Sobriety Checkpoints—The Kansas City, Missouri Police Department conducted 20 Sobriety Checkpoints to arrest DUI offenders and deter the general public from drinking and driving. The media was notified prior to and following each checkpoint. Informational flyers pertaining to impaired driving and sobriety checkpoints were handed out to all drivers who were stopped at the checkpoints and released. Partnerships were strengthened with the local chapter of Mothers Against Drunk Drivers (MADD) by inviting them to attend the sobriety checkpoints. Multi-jurisdictional sobriety checkpoints were conducted with Clay County Sheriff's Department and the Missouri State Highway Patrol.
6. Educational Project—Fatal vision goggles were purchased through this project and used at school assemblies, community events, fairs, and other gatherings to illustrate the impact of impaired driving. Safety issues involving the use of seat belts were also presented. The target audience was teenage drivers.

RESULTS

1. Fatal crashes from 1999 to 2000 remained steady, however, injury crashes decreased by 5% with total crashes decreasing by 192 crashes.
2. The combination of the 27 DUI patrols and 6 surveillance activities had the following results: 53 Driving Under the Influence arrests, 85 Hazardous moving violation citations written, 413 Traffic stops were conducted. There were a total of 649 alcohol related crashes from October 1, 1999 to September 30, 2000 compared to a total of 517 alcohol related crashes from this grant period (October 1, 2000 to September 30, 2001). This shows a 20.34% decrease in alcohol related crashes in Kansas City, Missouri during this grant period. In addition, there was a 26% decrease in DUI arrests (2905 DUI arrests from October 1, 1999 to September 30, 2000 compared to 2137 DUI arrests from October 1, 2000 to September 30, 2001).
3. Speed related fatalities increased by 3 over 1999 while injury crashes decreased by 4%. Overall speed-related crashes increased by 7%.
4. Fatal crashes from 1999 to 2000 remained steady; however, injury crashes decreased by 5% with total crashes decreasing by 192 crashes.
5. Twenty Sobriety Checkpoints were conducted from March 2001 to September 2001. A total of 221 DUI arrests were made. There were a total of 649 alcohol related crashes from October 1, 1999 to September 30, 2000 compared to a total of 517 alcohol related crashes from this grant period (October 1, 2000 to September 30, 2001). This shows a 20.34% decrease in alcohol-related crashes in Kansas City, Missouri during this grant period.
6. A total of 4,277 persons attended presentations or demonstrations of the Fatal Vision goggles during the grant project. These presentations/demonstrations occurred at 25 locations involving schools, fairs, and public events.

A comparison of the crash data on Interstate 35 Highway between fiscal year 2000 and fiscal year 2001 was made. In FY 2000 there were 4 fatal crashes, 111 injury crashes, and 256 crashes for a total of 371. For fiscal year 2001, there were 4 fatal crashes, 133 injury crashes, and 263 crashes for a total of 400 crashes.

Contact MDHS Program Coordinator:
Randy Silvey @ 1-800-800-2358
Funds Expended: \$244,687.30 (402)

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-58

Year: 2001

Agency Name: Kansas City Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement/ Multi-Offender	Red Light Enforcement	Other Project
DWI Arrests	2064	2		274	0	10
Speeding Violations	45223	861		3	1704	997
HMV Violations	71987	58		268	1757	74
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	119274	923		545	3461	1081
Seat Belt Violations	16005	17		1899	89	19
Child Restraint Violations	412	0		0	0	15
Number of Traffic Stops		1029		10150	3775	1203
Number of Hours Worked		439.25		2136.3	1159	1880

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 83 Injury 6180 Property Damage 21150

Reporting Officer's Name Sgt. Jay Atkinson, Sgt. Kim Hannas, Sgt. Matt Burns, Sgt. Randy Simms

SOBRIETY CHECKPOINT YEAR END SUMMARY

AGENCY NAME: Kansas City Police Department

Sobriety Checkpoint Project #01-PT-02-58

Total number of sobriety checkpoints 20

Total number of cars stopped 9,737

Total number of times video camera used 0

Total number of times videotape used in court 0

Total number of times PBT used 0

Total number of times PBT was the only probable cause test used 0

Total number of man-hours 1,370.3

Total number of dollars spent \$46,738.33

ARREST TOTALS

DWI 221 Drugs 14 License Violations 5

Total BAC (Avg) .107 Total Refusals 52

Total Seat Belt Violations 1,893 Total Child Restraint Violations 0

Other 183

Age of Arrested DWI:

16-20 # 5 21-29 # 113 30-39 #72 40-50 #24 Over 50 # 7

**TITLE OF PROJECT: HMV, SPEED, AND OCCUPANT PROTECTION ENFORCEMENT—
KIRKWOOD
PROJECT NUMBER: 01-PT-02-59**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Kirkwood—Population 29,000+

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

Drivers committing HMVs & Speed; School Traffic

PROJECT DESCRIPTION

This project provided overtime funding to enforce traffic violations identified as the most common contributing circumstances of traffic crashes. Officers were scheduled accordingly at the high accident locations and near the schools to provide a highly visible presence and zero tolerance enforcement action. Traffic enforcement focused on violations responsible for the majority of reported traffic crashes: driver inattention, failure to yield, speeding, and following too close. Overtime enforcement efforts allowed officers to saturate high accident locations and schools, increasing driver awareness, decreasing HMV violations, and increased awareness of traffic safety issues. The department coupled these efforts with media releases to inform the public regarding the dangers of HMV as related to traffic crashes and report on enforcement efforts.

PROBLEM IDENTIFICATION

The City of Kirkwood has a large commuter and student driver population. A community college, three high schools, eight elementary/middle schools, two major highways (270 and 144), a federal highway (US61-67), and state route 100 create increased traffic volume and incidence of traffic crashes just before and after school hours.

GOALS AND OBJECTIVES

1. Reduce local traffic crashes and severity thereby impacting the overall statewide crash death and injury rate.
2. Decrease HMV violations at high accident locations through increased saturation enforcement with special emphasis on speed, failure to yield and following too close.
3. Increased awareness of traffic safety issues through education, improved media relations, and partnerships.

STRATEGIES & ACTIVITIES

The department scheduled overtime hours to coincide with the hours of special events, school traffic, and high traffic crash hours. Working with the local media (weekly newspapers) to inform the public of the traffic issues identified as well as the Police Department's efforts to have a positive impact on traffic crashes in our community, officers were assigned high accident locations and routes most commonly used by school traffic to target HMV in an effort to reduce injury accidents. Early in the grant the 4-hour blocks of enforcement activity proved to be ineffective, blocks of time were reduced to 2-hour blocks to better cover the identified areas of concern.

RESULTS

- Injury traffic crashes were reduced by 3.6%, from 29.2% of all crashes reported in Oct. 99-Sept. 00, to 25.6% Oct. 00-Sept. 01.
- Enforcement results showed an increase in citations/warnings issued for those HMV violations and occupant restraint violations targeted by the goals/objectives. Speed violations +17.9% (1862 to 2244), following too closely violations +28.6% (35 to 49), failure to yield violations +5.1 (56 to 59), and occupant restraint & child restraint violations +1.1% (90 to 91).
- Positive feedback and support by media, predominantly the local weekly papers, press releases and media releases regarding enforcement activity.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-59

Year: Oct.'00 to Sept.'01

Agency Name: Kirkwood Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project: Police Traffic Services (Please Describe)
DWI Arrests						2
Speeding Violations						187
HMV Violations						104
TOTAL HMV VIOLATIONS (A total of the three above categories)						293
Seat Belt Violations						22
Child Restraint Violations						
Number of Traffic Stops						291
Number of Hours Worked						184.5

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 1

Injury 330

Property Damage 915

Reporting Officer's Name Capt. Diane Scanga

**TITLE OF PROJECT: HMV/DWI ENFORCEMENT & OCCUPANT PROTECTION—
LEE'S SUMMIT
PROJECT NUMBERS: 01-PT-02-60 & 01-157PT-02-04**

PROGRAM AREA(S)

Police Traffic Services

JURISDICTION SIZE

Lee's Summit—Population 70,372

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All Drivers, Drinking Drivers

PROJECT CHARACTERISTICS

This project provides overtime funding to enforce HMV violations along M-291, between Mulberry Road and US 50 Highway, which has seen an increase amount of traffic volume and crashes. Funding is also provided to conduct DWI Saturation Patrol during this period. Additional funds are provided to conduct child safety seat inspections/installations and safety checkpoints.

PROBLEM IDENTIFICATION

Lee's Summit had 443 crashes on M-291 (between Mulberry and US 50) during Oct 99-Sept 00. During this same period, there were 40 drinking involved crashes in Lee's Summit and 376 alcohol-related arrests.

GOALS AND OBJECTIVES

- 1) Reduce the number of crashes along this M-291 corridor by 15% with increased enforcement.
- 2) Reduce alcohol-related crashes by 20% with increase DWI enforcement effort.
- 3) Increase driving impaired and alcohol-related arrests.
- 4) Conduct 4 child safety seat inspections/installations

STRATEGIES & ACTIVITIES

- Officers will patrol the M-291 corridor during various peak times, as assigned.
- Three officers will work together in an effort to enforce red light violations at key intersections along the same M-291 corridor.
- Officers will be assigned to DWI saturation patrol in 4 hour shifts between 2200 hrs and 0300 hrs on Thursdays, Fridays, or Saturdays.
- Conduct child safety seat inspections/installations.
- News releases during this period as to the enforcement effort, results, etc.

RESULTS

- Crashes along M-291 slightly increased from the previous year (only by 15 crashes). In view of the increased level of traffic, this was still considered a success. The number of crashes for this grant period of Oct 00-Sept 01 was 458 (the previous year period, Oct 99-Sept 00 was 443).
- Alcohol-related crashes increased from 40 to 45 during this period. However, the number of arrests increased from 376 (10/99-9/00) to 458 (10/00-9/01)—an increase of 82 arrests over the previous year.
- One child safety inspection/installation was conducted; 40 cars were checked; 53 child safety seats were installed or inspected.
- Several press releases were sent out with the objective of making all drivers aware of the enforcement effort on M-291 and alcohol-related driving issues.

Although the number of crashes did not decrease, taking into account the increase in traffic volume, the increases were very marginal. In checking the statistics for the number of crashes during the previous grant year period, which was Oct 99-Sept 00, there were 3 fatal, 397 injury, and 1515 property damage, for a total of 1915 crashes. During this current grant year of Oct 00-Sept 01, there were 0 fatal, 378 injury, and 1614 property damage for a total of 1992 crashes. Even though the overall total increased, the number of injury crashes declined by 4.7% and fatal crashes decreased by 100%.

Contacted MDHS Program Coordinator:
Randy Silvey @ 1-800-800-2358
Funds Expended: \$18,404.61 402
 \$ 1,107.97 157
 \$29,512.58

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-60

Year: 2001

Agency Name: Lee's Summit Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project Occupant Protection <i>(Please Describe)</i>
DWI Arrests	458	3		31		
Speeding Violations	4814	608		107		
HMV Violations	5234	357		152		
TOTAL HMV VIOLATIONS <i>(A total of the three above categories)</i>	10,506	968		290		
Seat Belt Violations	2812	177		13		
Child Restraint Violations	43	4		1		
Number of Traffic Stops	15,944	1121		312		(53 seats)
Number of Hours Worked		401		263.75		42.5

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 0 Injury 378 Property Damage 1614

Reporting Officer's Name Fred Weixeldorfer, Captain

**TITLE OF PROJECT: YOUTH ALCOHOL EQUIPMENT PURCHASE—MANCHESTER
PROJECT NUMBER: 01-PT-02-61**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

TYPE OF JURISDICTION

Urban

TARGETED POPULATION

Young drinking drivers

PROJECT CHARACTERISTICS

This project was to provide funding for purchase of an in-car video camera. The project was never begun.

PROBLEM IDENTIFICATION

GOALS AND OBJECTIVES

STRATEGIES & ACTIVITIES

RESULTS

Contact MDHS Program Coordinator:
Bill Whitfield @ 1-800-800-2358
Funds Expended: \$0 (402)

**TITLE OF PROJECT: I-270 TRAFFIC ACCIDENT REDUCTION—MARYLAND HEIGHTS
PROJECT NUMBER: 01-PT-02-62****PROGRAM AREA**

Police Traffic Services

JURISDICTION SIZE

Maryland Heights—Population 26,000

TYPE OF JURISDICTION

Urban, Metropolitan St Louis

TARGETED POPULATION(S)

Aggressive drivers on the Interstate system

PROJECT CHARACTERISTICS

This three-year program was developed to provide funding for an I-270 Traffic Crash Reduction vehicle and full time PTS highway enforcement officer. The project paid for 50% of equipment costs and will pay 100% PTS officer salary the first year, 70% the second year and 50% the third year. This high profile vehicle is uniquely marked like a NASCAR racecar and is equipped with state of the art mobile video and radar interfaced with a dash mounted MDT computer. This vehicle is present, on the highway, 40 hours a week during the highest accident period. The officer has a radio link to the Metro Traffic News helicopter and provides traffic advisories.

A MoDot study found that 80% of the motorists involved in crashes on I-270 drove the same pattern each day. The concept of this project was to establish an EXPECTATION of enforcement by the presence of a very uniquely marked enforcement vehicle. If motorists expected this vehicle to be present they might change their driving behavior accordingly whether or not the vehicle was actually seen.

PROBLEM IDENTIFICATION

The section of I-270 between Highway D and I-70 has one of the highest average daily traffic counts in Missouri at 178,000. The accident rate for interstate highways in the St Louis Metropolitan area is 165. MoDot has established the accident rate for northbound I-270 at 300 and that rate increases to nearly 900 as the I-70 exit ramp is approached.

GOALS AND OBJECTIVES

- (1) To create the perception that motorists will have a greater probability of experiencing aggressive driving enforcement on northbound I-270 between Highway D and I-70.
- (2) To reduce the accident rate on I-270 each year of the project with the goal rate as close to the St Louis metropolitan average of 165 accidents per 100 million miles traveled

STRATEGIES & ACTIVITIES

The Maryland Heights Police Department established a partnership with MoDot and the Maryland Heights Fire Protection District. MoDot agreed to identify the northbound lanes of I-270 as an "Accident Reduction Zone", incorporating distinct warning signs, lane restrictions and off site sign restrictions. They also agreed to create accident investigation "pull off" asphalt pads to clear the highway of accidents quicker. MoDot will also incorporate the "overhead changeable message boards" and tilt rotating surveillance cameras into the accident reduction zone. The fire district has agreed to enter into mutual training of first responders so accidents can be cleared from the highway quicker and reduce the number of related crashes. The Maryland Heights Police provided an officer to work I-270 exclusively during the highest accident rate times. This was rotated between the hours of 11AM to 7PM and 7AM to 3PM Monday through Friday. On numerous occasions the local TV news reported on the enforcement efforts and even rode with the officer. The reactive from the media and public were very favorable.

RESULTS

The accident rate determined by MoDot for northbound I-270 from Page to I-70 was determined to be 300 per 100 million miles traveled. This enforcement project began February 1, 2001 and the current accident rate was established from that day through the end of September 2001 (8 months). Using the following formula, the projects success is established:

Number of accidents

(number of miles) X (number of directions) X (Ave Daily Traffic Count) X (365 or Number of Days)

X 100,000,000 = Accident Rate

240 (total accidents on N/B I-270)

(4) X (1 northbound) X (178,000 / 2 = 89,000) X (242 or 8 months)

X 100,000,000 =

$$\frac{240}{86,152,000} \quad X 100,000,000 =$$

.0000027 X 100,000,000 = **270** traffic accidents per 100 million miles traveled during the grant period 24/7

An accident rate of 270 reflects a 10% reduction over previous years.

156 (total accidents while enforcement was present)

(4) X (1) X (89,000) X (169 Grant enforcement days)

X 100,000,000 = Accident Rate

$$\frac{156}{60,164,000} \quad X 100,000,000 =$$

.0000025 X 100,000,000 = **250** traffic accidents per 100 million miles traveled while enforcement was present

An accident rate of 250 reflects a 17% reduction. This is the rate when the I-270 Accident Reduction Grant car was present. The accident rate of 270 is more reflective of the problem because it takes into account non-grant enforcement hours. While a 10% reduction in the rate can be considered a success, the overall rate must be compared to the metropolitan St Louis interstate rate of 165 accidents per 100 million miles traveled. This is considered a three-year project and this report only reflects the first 8 months of the program. The engineering changes committed to by MoDot have yet to be completed and may be postponed due to changes in the Federal budget.

Contact MDHS Program Coordinator:
Bill Whitfield @ 1-800-800-2358
Funds Expended: \$50,029.17 402

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-62

Year: 2001

Agency Name: MARYLAND HEIGHTS POLICE DEPARTMENT

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project I-270 PTS Officer (Please Describe)
DWI Arrests						4
Speeding Violations						828
HMV Violations						532
TOTAL HMV VIOLATIONS (A total of the three above categories)						1364
Seat Belt Violations						105
Child Restraint Violations						0
Number of Traffic Stops						1974
Number of Hours Worked						1352

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal _____ Injury _____ Property Damage _____

Reporting Officer's Name Lt. Rex A. Gooch

**TITLE OF PROJECT: HMV ENFORCEMENT—NEOSHO
PROJECT NUMBER: 01-PT-02-63**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

City of Neosho—Population 10,500

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

Drivers committing Hazardous Moving Violations

PROJECT CHARACTERISTICS

The project provided overtime funding to target drivers committing Hazardous Moving Violations in targeted high accident locations in an attempt to reduce traffic crashes. An Officer worked in four-hour blocks every Friday during the hours of 2:00 pm to 6:00 pm, issuing citations and written warnings for these violations.

PROBLEM IDENTIFICATION

Traffic crash data for 1999 was analyzed to determine high crash locations within the City of Neosho. Of the 454 traffic crashes occurring for the year, 128 (28%) were located on the segment of 175/86 (W. Harmony) south to U.S. 71/59 and Palm Road. Citywide in 1999, there were 44 injury crashes on this roadway, resulting in 63 persons injured. This represents 43.75% of the total of 144 persons injured within the city limits in 1999. The major circumstances for the crashes on the roadway identified were: Following Too Closely; Inattention; Failure to Yield; Violation of Sign/Signal; and Improper Turn. Most of the crashes occurred on Fridays between the hours of 2:00 pm and 6:00 pm. The month with the highest frequency was August.

GOALS AND OBJECTIVES

To reduce the number of traffic crashes at the targeted locations by 15%.

STRATEGIES & ACTIVITIES

Through this project, we have increased awareness of traffic safety issues through education, seat belt and occupant restraint usage and decreased injuries on this area of roadway, by media means, as well as, contacts through enforcement, such as, issuance of citations, warnings and traffic arrests.

RESULTS

Although the number of total accidents from 10/1/00 through 9/30/01 increased from 454 to 472, the number of occurring on the targeted stretch of roadway was reduced from 128 to 77 (a reduction of 39%). The number of injury accidents declined from 44 to 20 injuries (a reduction of 68%). The Department feels this was a very positive affect in the prevention and reduction of traffic crashes in the designated area. The day of the week most of the crashes occurred changed from Friday to Thursday during the same time frame of 2:00 pm to 6:00 pm.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: **01-PT-02-63**

Year: **Oct. 01, 2000-Sept. 30,2001**

Agency Name: **Neosho Police Department**

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	129	0				
Speeding Violations	2847	350				
HMV Violations	1142	107				
TOTAL HMV VIOLATIONS (A total of the three above categories)	4118	457				
Seat Belt Violations	144	24				
Child Restraint Violations	48	2				
Number of Traffic Stops	4506	594				
Number of Hours Worked	3060	228				

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 1 Injury 31 Property Damage 441

Reporting Officer's Name **Thomas E. Short, Assistant Chief of Police**

**TITLE OF PROJECT: DWI ENFORCEMENT & SOBRIETY CHECKPOINTS—O'FALLON
PROJECT NUMBER: 01-PT-02-64****PROGRAM AREA(S)**

Police Traffic Services

JURISDICTION SIZE

City of O'Fallon—Population 46,169

TYPE OF JURISDICTION

Urban and Rural

TARGETED POPULATION(S)

Alcohol and Drug-Impaired Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to enforce drinking and driving violations occurring in high accident and arrests locations of O'Fallon, Missouri. Funding was also provided to purchase one Preliminary Breath Test unit, one car-mounted video camera, electric generator, light stands, and safety equipment to assist the officers working both the DWI Checkpoints and Saturation Patrols. The Police Department coupled their enforcement activities with high profile media releases before and following their enforcement activities. This was done in an attempt to raise public awareness to the number of drinking drivers in the City and surrounding jurisdictions, and the police department's efforts to curb impaired driving.

PROBLEM IDENTIFICATION

The number of accidents increased from 975 in 1997 to 1283 in 1999—a 31.6% increase. Fatal and injury accidents increased from 263 to 367—a 39.5% increase during the same period. The City of O'Fallon ranked 19th in statewide traffic crash statistics and 20th for fatal and personal injury crashes. Almost 7% of fatal and personal injury accidents were caused by alcohol. The City of O'Fallon ranks 17th in alcohol-involved traffic crash statistics.

GOALS AND OBJECTIVES

To decrease alcohol-related crashes by 20% per miles driven, over the previous year.

STRATEGIES & ACTIVITIES

The O'Fallon Police Department conducted a DWI enforcement project that consisted of two officers, working in four-hour blocks, twice monthly to patrol high alcohol-related crash locations in search of impaired drivers. The enforcement project was conducted between 10:00 p.m. and 3:00 a.m. on Friday and Saturday nights and holidays. The Department studied their crash reports and DWI arrest history to determine those days and hours that are the peak times for impaired drivers operating vehicle on their roadways. The Department conducted DWI saturation patrols during the five months with the highest total of crashes and arrests. Only officers who had completed a 16 to 24 hour course in Standardized Field Sobriety Testing worked these patrols. Those officers were encouraged to issue multiple citations or written warnings to drivers as they made every effort to make a minimum of three traffic contacts per hour.

The Department also conducted five sobriety checkpoints, also during months with high incidents of alcohol-related crashes and arrests. They worked closely with the media to get the message out.

RESULTS

Alcohol related arrests increased from 152 to 220 during the grant period compared to the previous year. The news media was fully cooperative and a local reporter even participated in a sobriety checkpoint. The City of O'Fallon Cable TV channel filmed one of the checkpoints and aired the show on television.

Contact MDHS Program Coordinator:

Bill Whitfield @ 1-800-800-2358

Funds Expended: \$4,938.47 402

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-64

Year: 2001

Agency Name: O'Fallon Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests				7		
Speeding Violations				36	•	
HMV Violations				53		
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>				96		
Seat Belt Violations				9		
Child Restraint Violations				0		
Number of Traffic Stops				94		
Number of Hours Worked				59		

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 1 Injury359 Property Damage 938

Reporting Officer's Name Sergeant Bill Stringer

SOBRIETY CHECKPOINT YEAR END SUMMARY

AGENCY NAME: O'Fallon Police Department

**Sobriety Checkpoint Project #01-PT-02-64
Time -- 10:00 p.m. to 3:00 a.m.**

Total number of sobriety checkpoints 5

Total number of cars stopped 1893

Total number of times video camera used 31

Total number of times videotape used in court 0

Total number of times PBT used 10

Total number of times PBT was the only probable cause test used 0

Total number of man-hours 125 paid for by grant

Total number of dollars spent \$3454.05

ARREST TOTALS

DWI 22 Drugs 2 License Violations 5

Total BAC 19 Total Refusals 3

Total Seat Belt Violations 30 Total Child Restraint Violations 0

Other 29

Age of Arrested DWI:

16-20 # 1 21-29 # 4 30-39 # 5 40-50 # 10 Over 50 # 2

**TITLE OF PROJECT: HMV, DWI ENFORCEMENT, SOBRIETY CHECKPOINT—OVERLAND
PROJECT NUMBER: #01-PT-02-65****PROGRAM AREA(S)**

Police Traffic

JURISDICTION SIZE

Overland—Population 18,000; Transient Population 250,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All Aggressive Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding which allowed the City of Overland to deploy extra patrol officers to conduct saturation enforcement and sobriety checkpoints. These officers were given the task to identify specific driving habits (aggressive driving and driving while intoxicated) which have proven to cause auto accidents. After the officers observed the drivers commit the violations, they were stopped and given the appropriate MUCS or Warning.

PROBLEM IDENTIFICATION

With limited manpower, who are responding to consistent calls for service, the Overland Police Department did not have sufficient manpower to saturate troubled areas. The Department also lacked the funding to deploy overtime saturation patrols or conduct sobriety checkpoints.

GOALS AND OBJECTIVES

1. Decrease aggressive driving habits, which have been shown to increase the number of traffic crashes, with a special emphasis on speed and DWI.
2. Increase occupant restraint usage through traffic arrest, citations and written warnings.
3. To reduce severity of local crashes.

STRATEGIES & ACTIVITIES

With the awarding of this traffic grant Overland was able to:

- Staff 6 Sobriety Checkpoints
- Have officers work 4 hour shifts (20:00 - 02:00 hours) on weekends to patrol for possible DWI
- Officers patrolled the identified high accident locations in a random pattern

RESULTS

It was hoped that the increase in traffic enforcement would reduce the number of accidents by slowing drivers down. The news media was fully cooperative and a local reporter even participated in activities.

- The total alcohol arrests increased from 78 last year to 85 this year
- There were no accidents with fatalities this year compared to 4 last year
- Accidents with property damage have dropped from 681 last year to 552 this year

Based on these results, the Department feels that drivers have slowed down, are driving less aggressively and are buckling up.

Contact MDHS Program Coordinator:

Bill Whitfield @ 1-800-800-2358

Funds Expended: \$13,247.54 402

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-65

Year: 2001

Agency Name: Overland Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project Sobriety Checkpoint <small>(Please describe)</small>
DWI Arrests	61	0		5		19
Speeding Violations	1239	289		9		0
HMV Violations	1394	335		24		5
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	2694	624		38		25
Seat Belt Violations	377	86		7		1
Child Restraint Violations	31	2		1		1
Number of Traffic Stops	787	925		74		1058
Number of Hours Worked		271.5		36.5		5 officers each 154.5 hours

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 0

Injury 163

Property Damage 552

Reporting Officer's Name Lt. Thomas Schulte

SOBRIETY CHECKPOINT YEAR END SUMMARY

AGENCY NAME: Overland Police Department

Sobriety Checkpoint Project #01-PT-02-65

Time -- 10:00 p.m. to 3:00 a.m.

Total number of sobriety checkpoints 6

Total number of cars stopped 1058

Total number of times video camera used 0

Total number of times videotape used in court 0

Total number of times PBT used 12

Total number of times PBT was the only probable cause test used 0

Total number of man-hours 152.5

Total number of dollars spent \$4595.33

ARREST TOTALS

DWI19 Drugs 4 License Violations 24

Total BAC 15 Total Refusals 4

Total Seat Belt Violations 1 Total Child Restraint Violations 1

Other _____

Age of Arrested DWI:

16-20 #_ 21-29 #5 30-39 #8 40-50 #1 Over 50 #4

**TITLE OF PROJECT: HMV, DWI, AND SPEED ENFORCEMENT—PINE LAWN
PROJECT NUMBER: 01-PT-02-66****PROGRAM AREA**

Police Traffic Services

JURISDICTION SIZE

Pine Lawn—Population 5,092

TYPE OF JURISDICTION

Urban

TARGETED POPULATION

Speeding drivers and those committing Hazardous Moving Violations

PROJECT CHARACTERISTICS

This project provided overtime funding for the community of Pine Lawn (a municipality in the greater St. Louis area) to enforce speed, DWI and hazardous moving violations. Funding was also provided to purchase a radar unit for enhancing these enforcement efforts.

PROBLEM IDENTIFICATION

Pine Lawn ranked 57th in the state for speed-related crashes and 76th for alcohol-related crashes. Three streets located within the city limits account for approximately 74% of all traffic crashes: Interstate 70 (27%); Jennings Station Road (35%); and Natural Bridge Road (12%). These same 3 locations account for 73% of all DWI crashes.

GOALS AND OBJECTIVES

1. HMV—To reduce traffic crashes at the intersection of I-70 and Jennings Station Road by 25%
2. DWI—To reduce alcohol-related crashes on I-70, Jennings Station Road, and Natural Bridge Road by 14%
3. Speed—To reduce the number of speed related crashes on I-70, Jennings Station Road, and Natural Bridge Road by 35%

STRATEGIES & ACTIVITIES

- HMV—Two overtime officers will be assigned to participate with Operation Impact of St. Louis during the scheduled patrol days and holiday weekends. Enforcement periods will be 4 hours in length. Officers will perform stationary and moving patrol to detect drivers committing HMV's. Scheduled days of enforcement will be the 2nd Thursday and 4th Friday of each month and holiday weekends.
- DWI—Two overtime officers assigned to the targeted roadways between the hours of 10 pm and 4 am on Friday and Saturday nights, twice monthly, during May, June, July, August, and September. Enforcement will be coupled with media releases.
- Speed—Four overtime officers will participate in the enforcement periods scheduled twice a month, four hours each, during May, June, July, and August. One officer will monitor speed while the other three operate pursuit vehicles.

RESULTS

No results were submitted on this project

Contact MDHS Program Coordinator:
Bill Whitfield @ 1-800-800-2358
Funds Expended: \$1,969.92 (402)

**TITLE OF PROJECT: HMV ENFORCEMENT, DWI ENFORCEMENT, AND FULL-TIME
OFFICER—PLATTE COUNTY
PROJECT NUMBER: 01-PT-02-67**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Platte County—Population 70,000

TYPE OF JURISDICTION

Rural

TARGETED POPULATION

All drivers

PROJECT CHARACTERISTICS

The project provides overtime funding to have officers detect hazardous moving violations and impaired drivers in high crash and incident areas. The project also provided 50% matching funds for a full-time traffic officer.

PROBLEM IDENTIFICATION

Three geographic areas were identified as HMV related high crash areas: 1) Missouri Highway 45 south of Missouri Highway 92; 2) Missouri Highway 45 north of Weston Vend State Park; and 3) a triangular area bordered by Missouri Highways 92, 273, and 45 Spur. These three areas accounted for 43% of all crashes investigated by the Sheriff's Department.

Two areas of the county were identified as top locations for alcohol-related crashes—the southern portion of the county and the northwest portion of the county. These locations accounted for 22 alcohol-related crashes.

Funding is not available for a full-time traffic officer dedicated to the investigation of traffic complaints and crashes. There were a total of 509 crashes investigated by the Sheriff's Department with 197 persons injured. Four of the crashes were fatal crashes.

GOALS AND OBJECTIVES

1. To reduce the number of crashes in the three identified areas by 3% and to reduce the number of persons injured by 10%.
2. To reduce the number of alcohol-related crashes and the number of people injured in these crashes by 10%.
3. To reduce the total number of traffic crashes by 3% and the number of persons injured by 10%.

STRATEGIES & ACTIVITIES

1. Overtime deputies were assigned to work 2 or 4-hour shifts within the identified areas at times and days of week as dictated by traffic crash data pertaining to HMV related crashes.
2. Four overtime deputies were assigned to four-hour shifts between 6:00 p.m. and 4:00 a.m. on selected Thursdays, Fridays, and Saturdays within the identified areas.
3. The full-time deputy will analyze the traffic crash data to target areas for selected enforcement.

RESULTS

1. All crashes in the three areas identified decreased by 2.9% from 136 to 132. The injury crashes reduced by 22.8% and total injuries decreased by 32.1%.
2. Alcohol-related crashes decreased from 22 to 11, a 50% decrease. Injuries also decreased by 54.5%.
3. Total crashes were reduced by 1.3%; injury crashes by 15%, injuries by 22.8%, and fatal crashes by 25%.

Contact MDHS Program Coordinator:
Randy Silvey @ 1-800-800-2358
Funds Expended: \$28,017.50 (402)

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-67

Year: 2001

Agency Name: Platte County Sheriff's Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Traffic Officer
DWI Arrests	353	4		11		10
Speeding Violations	8239	861		124		997
HMV Violations	2366	58		39		74
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	10,958	923		174		1081
Seat Belt Violations	537	17		4		19
Child Restraint Violations	0	0		0		15
Number of Traffic Stops	14,516	1029		245		1203
Number of Hours Worked		439.25		174		1880

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 3 Injury113 Property Damage389

Reporting Officer's Name Sgt. David Thornburg

**TITLE OF PROJECT: HMV ENFORCEMENT—PLEASANT HILL
PROJECT NUMBER: 01-PT-02-68**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Pleasant Hill—Population 6,000

TYPE OF JURISDICTION

Rural

TARGETED POPULATION(S)

All drivers

PROJECT CHARACTERISTICS

This project provides overtime funding for HMV enforcement directed in a high crash area on Missouri Highway 7 between Route VV/Sugarland and Country Club/High Street.

PROBLEM IDENTIFICATION

This location continues to have a significant increase in injury-related traffic crashes. This problem area is a one and one-half mile segment of Missouri Highway 7. In 1997, twenty percent of the crashes on this roadway resulted in injuries. That percentage increased to 31% in 1998 and to 65% in 1999.

GOALS AND OBJECTIVES

To reduce the number of traffic crashes on Missouri Highway 7 caused by HMV violations by 5%.

STRATEGIES & ACTIVITIES

Overtime officers will be directed to target HMV violators within the project area between the hours of 2:00 p.m. and 6:00 p.m. There will be eight enforcement periods per month during the ten-month project.

RESULTS

During the previous fiscal year of October 1999 to September 2000, there were 33 reported crashes within the targeted project area. There were 26 traffic crashes reported throughout the fiscal year of October 2000 to September 2001. This reflects a decrease of 21%.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-68

Year: 2001

Agency Name: Pleasant Hill Police Dept.

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	70	10				
Speeding Violations	548	305	Contacts w/ school age drivers			
HMV Violations	411	197				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	1029	512				
Seat Belt Violations	84	27				
Child Restraint Violations	19	7				
Number of Traffic Stops	2478	519	Education ckpts			
Number of Hours Worked		226	12			

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 0 Injury12 Property Damage 83

Reporting Officer's Name N. Conant #124

**TITLE OF PROJECT: SPEED ENFORCEMENT—ROCK HILL
PROJECT NUMBER: 01-PT-02-69****PROGRAM AREA**

Police Traffic Services

JURISDICTION SIZE

City of Rock Hill Population 5,417

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All Drivers, Seat Belt, Speeding, Following Too Close

PROJECT CHARACTERISTICS**PROBLEM IDENTIFICATION**

Rock Hill Police Department has 12 full-time sworn officers with one officer assigned to traffic duties. Rock Hill ranks 135th in the Missouri Statewide Traffic Crash Statistics. Crash data for the calendar years of 1997-1999, as provided by the Missouri State Highway Patrol from the S.T.A.R.S., showed one fatality, 65 injuries, and 283 property damage crashes. Based on crash analysis in 1997-1999 it was determined that M100, an east to west arterial road, for 1½ miles was the high incident area.

GOALS AND OBJECTIVES

By enforcing all traffic ordinances, especially hazardous moving violations on M100, the objective was to reduce the number of crashes by 15%.

STRATEGIES & ACTIVITIES

The PTS Enforcement Officer worked four hours of overtime three times on Tuesday and/or Thursday each month during the peak period of traffic crashes 12 noon to 6 p.m.

RESULTS

Enforcement was on 1½ miles of M100 an east to west arterial road heavily used to travel from St. Louis City to outlying St Louis County municipalities. M100 is also used as an alternate by motorists avoiding U.S. 40/64 on the north and U.S. 44 on the south.

Enforcement on M100 showed:

- 5 injury crashes,
- 0 fatal crashes; and
- 67 property damage crashes.

Enforcement was a success in all categories using an average of previous three years:

- Fatal Crashes: from 1 down to 0 (100% reduction)
- Injury Crashes: from 21 down to 5 (23.8% reduction)
- Property Damage Crashes: from 94 down to 67 (28.8% reduction)

Based on these statistics, this effort exceeded anticipated results.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-69

Year: 2001

Agency Name: Rock Hill Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	16					
Speeding Violations	3538	447				
HMV Violations	440	23				
TOTAL HMV VIOLATIONS (A total of the three above categories)	3994	470				
Seat Belt Violations	83	67				
Child Restraint Violations	0	0				
Number of Traffic Stops		469				
Number of Hours Worked		144				

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal _____ **Injury** 5 **Property Damage** 67
Reporting Officer's Name SGT. R.G. ZEIGLER

**TITLE OF PROJECT: HMV ENFORCEMENT—SEDALIA
PROJECT NUMBER: 01-PT-02-70**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Sedalia—Population 20,000

TYPE OF JURISDICTION

Rural Area

TARGETED POPULATION

All drivers

PROJECT CHARACTERISTICS

The project was designed to target drivers committing hazardous moving violations and reduce traffic crashes. The project targeted U.S. 65 Highway and U.S. 50 Highway. The project consisted of full-time officers working in marked patrol cars.

PROBLEM IDENTIFICATION

The Sedalia Police Department has 44 full-time sworn officers. Twenty-nine of these officers work in the patrol division and two of these officers are assigned to the traffic unit. The city ranks 22nd in traffic crash statistics. The Department does not have enough manpower to effectively reduce traffic crashes.

The traffic crash data for the calendar year of 2000 was analyzed for the City of Sedalia. Most of the traffic crashes occurred on Highway 50 and Highway 65 from April to November. The primary contributing circumstances of these crashes are hazardous moving violations such as speed, following too close, failure to yield, and improper lane usage. Most of these collisions occur on Friday between 10 a.m. and 8 p.m.

GOALS AND OBJECTIVES

To reduce the number of traffic crashes on Highway 50 and Highway 65 during the summer months caused by hazardous moving violations. The targeted reduction rate was 25%.

STRATEGIES & ACTIVITIES

The Sedalia Police Department conducted enforcement projects on the following dates: May 25 & 28, 2001 (Memorial Day weekend); June 15 & 29, 2001; July 2, 2001 (July 4th weekend); July 20, 2001; August 10 & 17, 2001 (Enforcement during Missouri State Fair); August 31, 2001 (Labor Day weekend); September 3, 2001 (Labor Day weekend); and September 14, 16, & 22, 2001.

Officers patrolled Highway 50 and Highway 65 using both mobile and stationary patrol, to detect hazardous moving violations. Officers worked during high traffic crash times between 10:00 a.m. and 8:00 p.m. The traffic enforcement details began at approximately 10:00 a.m. and ended at approximately 8:00 p.m. The enforcement projects had from one to five additional officers patrolling the roadways for hazardous moving violations.

RESULTS

The enforcement projects were successful in reducing crashes on Highways 50 & 65. During the enforcement projects, there were 11 crashes on these highways. During the contract enforcement period, fatal crashes were reduced by 150%, injury crashes were reduced by 13%, and property damage crashes were reduced by 7%. This agency was able to meet the goals of the contracts.

Contact MDHS Program Coordinator:
Randy Silvey @ 1-800-800-2358
Funds Expended: \$10,000 (402)

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-70

Year: May 2001 to September 2001

Agency Name: Sedalia Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	81	1				
Speeding Violations	1541	655				
HMV Violations	2366	133				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	3988	789				
Seat Belt Violations	146	63				
Child Restraint Violations	18	4				
Number of Traffic Stops		864				
Number of Hours Worked		499.25				

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 2

Injury 298

Property Damage 684

Reporting Officer's Name Victoria Kottman

**TITLE OF PROJECT: SPEED/DWI/HMV ENFORCEMENT—CITY OF ST. CHARLES
PROJECT NUMBER: 01-PT-02-71****PROGRAM AREA**

Police Traffic Services

JURISDICTION SIZE

City of St. Charles—Population 60,000+

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All Drivers, Aggressive and Impaired Drivers

PROJECT CHARACTERISTICS

The project provided funding to conduct enforcement in the following problem areas:

1. Speeding
2. Hazardous Moving Violations
3. Impaired Drivers (DWI)

Patrols were concentrated in high complaint and high crash locations. Media releases were issued in an attempt to raise public awareness of the traffic problems.

PROBLEM IDENTIFICATION

1. Speed Enforcement: In 1999 St. Charles Police handled 326 speed related crashes.
2. Hazardous Moving Violations: In 1999 St. Charles Police handled 992 crashes involving HMV.
3. DWI Patrol: In 1999 St. Charles Police investigated 110 crashes that involved impaired drivers.

GOALS AND OBJECTIVES

1. Speed Enforcement: Reduce speed related crashes by 10%
2. HMV: Reduce HMV related crashes by 20%
3. DWI Patrol: Reduce the number of crashes involved impaired drivers by 10%.

STRATEGIES & ACTIVITIES

1. Speed: Two officers assigned during "rush hour" to target speeders. Overtime traffic officers also concentrated on high crash and high complaint areas.
2. HMV Enforcement: Two officers assigned during "rush hour" to concentrate on HMV violations.
3. DWI Patrol: Two officers assigned on Friday and Saturday nights to detect impaired drivers.

RESULTS

- Total number of crashes increased by less than 1% for this grant period versus the previous grant period (2484 for 10/01/00 through 9/30/01 versus 2476 for 10/01/99 through 09/30/00)
- Speed related crashes handled by the St. Charles Police decreased from 326 in 1999 to 315 for the grant period—a decrease of 11 crashes or 3.5%.
- Speeding citations decreased by less than 1% for this grant period versus the previous grant period (4,091 for 10/01/00 through 09/30/01 versus 4113 for 10/01/99 through 09/30/00)
- The number of crashes involving impaired drivers decreased by 9% from 110 to 100.

Contact MDHS Program Coordinator
Bill Whitfield @ 1-800-800-2358
Funds Expended: \$18,500.63 (402)

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-71Year : 2001Agency Name: St. Charles City Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	388	1		7		0
Speeding Violations	4,091	222		9		538
HMV Violations	6,925	69		9		47
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	11,404	292		25	585	
Seat Belt Violations	855	27		5		87
Child Restraint Violations	7	0		0		2
Number of Traffic Stops	10,987	464		90		746
Number of Hours Worked	NA	234.5		52.5		213

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 3Injury 332Property Damage 2.149Reporting Officer's Name Sgt. Michael Gravemann DSN 113

**TITLE OF PROJECT: DWI ENFORCEMENT—ST. CHARLES COUNTY
PROJECT NUMBER: 01-PT-02-72**

PROGRAM AREAS

Police Traffic Services

JURISDICTION SIZE

St. Charles County—Population 285,000

TYPE OF JURISDICTION

Suburban/City/Rural (St. Louis S.M.S.A.)

TARGETED POPULATION

Drinking/Intoxicated drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to enforce D.W.I. violations in St. Charles County and to increase the efficiency of operations by funding operation of the M.D.H.S. provided Breath Alcohol Testing van during hours when alcohol related collisions are more likely to occur. Press releases followed each saturation patrol or activity to increase public awareness of alcohol related collisions and D.W.I. offenses and the response by the Sheriff's Department to curb the number of intoxicated motorists.

PROBLEM IDENTIFICATION

St. Charles County had 1,079 alcohol-related collisions between 1998 and 2000. Although the Sheriff's Department created a D.W.I. Enforcement Unit in 1995 and expanded it to 7 deputies in 1998, the large volume intoxicated drivers and calls for service overwhelmed the available manpower. Lack of manpower did not allow utilization of the Breath Alcohol Testing Van.

GOALS AND OBJECTIVES

To reduce or retard the increase of alcohol-related collisions by increasing the number of D.W.I. arrests and to increase the availability of the B.A.T. van for use at sobriety checkpoints, saturation patrols and public relations events.

STRATEGIES & ACTIVITIES

D.W.I. Enforcement Specialist Deputies were assigned to work overtime D.W.I. detection and saturation patrols on Friday and Saturday evenings and nights (7 p.m. – 4 a.m.). Assignments were at random but averaged eight 4-hour details per month. The B.A.T. van was activated when a saturation patrol or sobriety checkpoint was conducted or when sufficient D.W.I. Enforcement Specialists warranted its use.

RESULTS

Despite an increase of 10,000 in the population of the county, alcohol-related collisions remained at approximately the same number (358 in 1999, 359 during 2000). The utilization of the B.A.T. van increased the efficiency of those deputies working saturation patrols and sobriety checkpoints by allowing on-site breath testing. Testing in the B.A.T. van resulted in approximately an 85% submission of suspects to breath testing as opposed to an approximately 60% testing rate when the suspects are taken to the station for breath testing.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-72

Year: 2001

Agency Name: St. Charles County Sheriff's Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project
DWI Arrests	870			108		D.W.I. Assists 54
Speeding Violations	4,468			49		Traffic Assists 35
HMV Violations	2,968			125		Sobriety Checkpoints/ Saturation Patrols 6
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	8,306			282		Breath Tests 46
Seat Belt Violations	493			3		Party Call Assists 11
Child Restraint Violations	15			0		P. R. Details 1
Number of Traffic Stops	23,572			551		
Number of Hours Worked	Unknown			404.25		63.75

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal: 4* Injury: 203* Property damage: 1,275*

* Investigated by Sheriff's Department only. Does not reflect M.S.H.P. or municipal totals.

Reporting Officer's Name: Sgt. Keith P. DeWitte 544

**TITLE OF PROJECT: HMV ENFORCEMENT & HIGHWAY PARTNERSHIP—ST. JOHN
PROJECT NUMBER: 01-PT-02-73****PROGRAM AREA**

Police Traffic Services

JURISDICTION SIZE

City of St. John Population 7,508

TYPE OF JURISDICTION

Citywide

TARGETED POPULATION

All Drivers, Aggressive Drivers, Drunk Drivers

PROJECT CHARACTERISTICS

The project was a joint enforcement activity with St. Ann PD, Woodson Terrace PD, and Charlack PD, occurring on 1-170 and 70 Hwy to reduce the number of crashes. The partnership was an attempt to raise the public awareness of those drivers who chose to speed, follow too closely and commit other hazardous moving violations that this behavior is no longer acceptable. The project for aggressive driving on St. Charles Rock Road was held in the high crash areas. The Officers worked overtime to enforce any and all aggressive driving. The project for Sobriety Checkpoints started in March 2001 and was held once a month. The news release was posted in the local newspaper to let citizens beware that Police were not going to tolerate drunk drivers and they would be arrested and prosecuted to the fullest.

PROBLEM IDENTIFICATION

The St. John Police Department arrests anywhere from 150 to 300 drunk drivers a year. The City population is on 7,508, so a large amount of drunk drivers travel through the town from different areas. With limited manpower responding to consistent calls for service and limited budget, the City of St. John needed help to fund this overtime.

GOALS AND OBJECTIVES

1. To continue to increase alcohol-related arrests at identified high crash areas.
2. To decrease the number of alcohol-related crashes throughout the city.
3. To decrease the number of crashes of fatalities and injuries by reducing the number of Aggressive Drivers.

STRATEGIES & ACTIVITIES

- Four Officers and Supervisors held a Sobriety Checkpoint once a month in different locations where high incidences of drunk driving arrests occur
- Officers patrolled the identified high crash areas in a random pattern.
- Officers from St. John, Woodson Terrace, Charlack and St. Ann all worked the highways at the same time to heighten public awareness to the presence of the enforcement effort.

RESULTS

As of October 1, 2001, the St. John Police Department had made almost 200 drunk driver arrests. The crashes have been reduced with the visibility of officers on St. Charles Rock Road.

- Alcohol-related arrests continue to go up even though St. John is known for their DWI arrests.
- Crashes are still occurring in the high crash areas but the crashes are of less severity.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-73Year : 2001Agency Name: St. John Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project: (Please Describe)
DWI Arrests						1
Speeding Violations		98				63
HMV Violations		61				174
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>		159				238
Seat Belt Violations		41				71
Child Restraint Violations		3				2
Number of Traffic Stops		183				244
Number of Hours Worked		102.5				197

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 1Injury 8Property Damage 24Reporting Officer's Name Patn. V. Manuele #142

**TITLE OF PROJECT: HMV & DWI ENFORCEMENT AND SOBRIETY CHECKPOINTS—
ST. JOSEPH
PROJECT NUMBER: 01-PT-02-74**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

St. Joseph—Population 72,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION

All drivers

PROJECT CHARACTERISTICS

The project was designed to target drivers committing hazardous moving violations and impaired drivers in an effort to reduce traffic crashes caused by hazardous moving violations and alcohol impairment. The project targeted U.S. 169 Highway (Belt Highway) for intersectional traffic crash reduction and citywide for alcohol-related crashes.

PROBLEM IDENTIFICATION

St. Joseph has an approximate population of 72,000 and is roughly 46 square miles in area. There are about 500 miles of roadway within the city. St. Joseph ranks 6th in the state overall in traffic crashes, 5th in personal injury/fatality crashes, and 5th in alcohol-related crashes. This city is rated 4th in underage alcohol-related crashes. Traffic crash data indicates that the majority of alcohol-related crashes occur between the hours of 9:00 p.m. and 2:00 a.m. The crashes most frequently occur on Wednesdays, Fridays, and Saturdays. There are defined areas of concentration for these crashes.

There were 1,920 crashes on US 169 Highway (Belt Highway) or on feeder streets intersecting with the Belt Highway—a 5-lane undivided roadway that is approximately 5.6 miles in length. It is controlled at 12 intersections by signal lights. The major contributing factor for traffic crashes on the Belt Highway are signal light violations, failure to yield, and inattention. The average daily traffic count on this roadway is 30,000 to 40,000 vehicles.

GOALS AND OBJECTIVES

1. HMV—To reduce the number of traffic crashes on the Belt Highway caused by speeding, failure to yield, and violation of signal light by 5%.
2. DWI—To reduce alcohol-related crashes (including those involving underage drinking drivers) by 5%.
3. Sobriety Checkpoints—To conduct 5 sobriety checkpoints during the project year.

STRATEGIES & ACTIVITIES

1. HMV—Enforcement periods were conducted at least twice a week for a minimum of two hours and a maximum of four hours between the hours of 10:00 a.m. and 7:00 p.m. Days of enforcement were Mondays through Saturdays with special emphasis on Mondays, Fridays, and Saturdays. The enforcement periods were on a biweekly basis. Officers utilized police motorcycle units to detect signal lights violations at controlled intersections and with marked and unmarked patrol cars for speed enforcement.
2. DWI—Enforcement was conducted twice a month on Fridays and Saturdays between 9:00 p.m. and 2:00 a.m. by using a minimum of two overtime officers and up to seven overtime officers on special events or holidays.
3. Sobriety Checkpoints—Five sobriety checkpoints were conducted between April and December on Friday or Saturday nights between 11:00 p.m. and 3:00 a.m. The checkpoints were held in conjunction with the Missouri State Highway Patrol and the Buchanan County Sheriff's Department.

RESULTS

HMV—1,260 citations and written warnings were issued—76 were for disobeying a signal light; 519 were for speeding. Total crashes decreased 5%; fatality crashes decreased 33% and injury crashes decreased 2%. DWI & Sobriety Checkpoints—Twenty-four arrests were made with a total of 635 citations and written warnings issued. Alcohol-related crashes in 2000 decreased by 32% compared to 1999 with the number of fatality crashes due to alcohol being reduced by 75% and injury crashes by 27%.

Contact MDHS Program Coordinator:
Randy Silvey @ 1-800-800-2358
Funds Expended: \$19,223.28 (402)

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-74

Year: 2001

Agency Name: St. Joseph Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests				26		
Speeding Violations	525			180		
HMV Violations	200			152		
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	725			358		
Seat Belt Violations	273			149		
Child Restraint Violations	20					
Number of Traffic Stops	1059			643		
Number of Hours Worked	426.6			428.6		

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal _____ Injury _____ Property Damage _____

Reporting Officer's Name Corporal Stobbs

SOBRIETY CHECKPOINT YEAR END SUMMARY

AGENCY NAME: ST. JOHN POLICE DEPARTMENT

Sobriety Checkpoint Project #01-PT-02-73
Time -- 10:00 p.m. to 3:00 a.m.

Total number of sobriety checkpoints 5

Total number of cars stopped 782

Total number of times video camera used 2

Total number of times videotape used in court 0

Total number of times PBT used 5

Total number of times PBT was the only probable cause test used 0

Total number of man-hours 150

Total number of dollars spent 3,481.55

ARREST TOTALS

DWI 19 Drugs 11 License Violations 50

Total BAC 12 Total Refusals 7

Total Seat Belt Violations 34 Total Child Restraint Violations 3

Other 183

Age of Arrested DWI:

16-20 #2 21-29 #7 30-39 #4 40-50 #4 Over 50 #2

**TITLE OF PROJECT: HMV, SPEED & DWI ENFORCEMENT—ST. LOUIS CITY
PROJECT NUMBER: 01-PT-02-75****PROGRAM AREA**

Police Traffic Services

JURISDICTION SIZE

City of St. Louis—Population 333,966

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

This project provided overtime funds to reduce traffic crashes within the City of St. Louis for three separate activities:

1. Hazardous Moving Violations—Overtime enforcement of hazardous moving violations (e.g., speeding, red light violations, failure to yield, D.W.I., violation of turn signs, etc) occurred at the top 10 accident intersections in the City of St. Louis. The officers also monitored the intersections for traffic patterns and made suggestions to the street department for any needed changes to prevent future crashes.
2. DWI Patrol—Overtime enforcement of driving while intoxicated violations was dedicated to areas with high concentrations of drinking establishments and large numbers of crashes involving intoxicated drivers.
3. Speed Enforcement—Overtime saturation enforcement, complemented by the use of laser speed guns on overpasses, was used on interstate highways and at major thoroughfares.

PROBLEM IDENTIFICATION

The St. Louis Police Department utilized statistics to assist them as follows:

1. Hazardous Moving Violations—to identify the top 10 crash locations and monitor them throughout the grant period, making necessary adjustments as the crashes declined throughout the year.
2. DWI Patrol—to locate areas within the City where there are concentrations of drinking establishments and high numbers of crashes involving intoxicated drivers.
3. Speed—to identify locations on the interstates with high number of crashes as well as on major thoroughfares and monitor them throughout the grant period, making necessary adjustments as the crashes declined.

GOALS AND OBJECTIVES

1. To reduce the crash rate at the identified intersections by 20%
2. To increase the number of DUI/DWI arrests made by the Traffic Division officers by 50%
3. To reduce the traffic crashes caused by speeding drivers by increasing the number of speeding summons issued by the Traffic Division by 50%

STRATEGIES & ACTIVITIES

1. One supervisor and three officers on overtime were assigned to the intersections Monday through Saturday, working four days per week on four-hour shifts. The shifts were in four hour blocks from 7:00 am-11: 00 am, 11:00 am-3: 00 pm and 3:00 pm-7: 00 pm.
2. Teams consisting of 4 overtime officers, supervised by a sergeant to lieutenant, patrolled designated areas in 4-hour shifts (between 3 pm and 3 am) to locate and arrest intoxicated drivers. Enforcement occurred in each month and was typically conducted between Tuesdays and Saturdays plus special holidays/events where alcohol use sharply increases and alcohol-related crashes dramatically increase.
3. Speed limits were enforced by using two methods. The first was to set up speed enforcement on the interstates identified as high crash areas. This was accomplished by having one supervisor use laser radar to spot speed violations. Three overtime officers were assigned as chase vehicles and made contact with violators to issue them the appropriate summons or warning. The second method was to assign overtime officers to roadways where speeding was a major contributing circumstance to traffic crashes. The enforcement periods took place between the hours of 7:00 am and 7:00 pm, Monday through Saturday.

RESULTS

1. The overall efforts reduced the number of accidents at these intersections by 10%. Specifically, two intersections were removed from the list and they began working on two new intersections that replaced them on the top 10 list. Also, the street department implemented several changes along Kingshighway as a result of suggestions by traffic officers. It should be noted that the accident reduction is based upon results through June of 2001. Due to the department switching over to a new computer system in July of 2001, they had not received any data for the remainder of the grant period (July through September 2001) as of submission of this report.
2. The number of DWI arrests increased by 25%
3. The number of speeding citations issued on the identified roadways increased by 37%.

Contact MDHS Program Coordinator:
Bill Whitfield @ 1-800-800-2358
Funds Expended: \$151,462.50 402

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-75

Year: 2001

Agency Name: ST. LOUIS METROPOLITAN POLICE DEPARTMENT

	Entire Department	HMV Enforcement	Speed Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	977	10	2	133	---	---
Speeding Violations	14583	498	3678	120	---	---
HMV Violations	32191	2071	294	284	---	---
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	47751	2579	3974	537	---	---
Seat Belt Violations	3357	562	463	62	---	---
Child Restraint Violations	362	45	17	0	---	---
Number of Traffic Stops		3857	4587	1483	---	---
Number of Hours Worked		472	408	356	---	---

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 41

Injury 5049

Property Damage 16416

Reporting Officer's Name Sgt. Paul Lauer, Traffic Division

**TITLE OF PROJECT: HMV & DWI ENFORCEMENT AND SOBRIETY CHECKPOINTS—
ST. LOUIS COUNTY
PROJECT NUMBER: 01-PT-02-76**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

St. Louis County—Population 366,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to have officers patrolling high traffic crash locations in search of hazardous moving violations, occupant restraint violations, and driving while intoxicated violations. The project also consisted of conducting sobriety checkpoints. Media releases also accompanied enforcement activities in an attempt to raise public awareness to these traffic safety issues.

PROBLEM IDENTIFICATION

The following six locations within St. Louis County had high accident rates in 1999: MO 367 from IS 270 to US 67; MO 100 from Mason Rd to Braeshire; MO 21 from IS 270 to Kennerly Rd; MO 231 from Barracks View to Kinswood; MO 141 from MO 30 to Old Gravois; and MO 100 at West Glen Farms and Manchester Rd. There were 506 traffic crashes at these locations in 1999. St. Louis County ranked 2nd in the statewide traffic crash statistics in 1999 for total crashes.

GOALS AND OBJECTIVES

1. HMV Enforcement—To reduce the number of traffic crashes on the identified roadways by 10%.
2. DWI Enforcement—To reduce the number of alcohol-related traffic crashes on identified roadways by 20%.
3. Sobriety Checkpoints—To reduce the number of alcohol-related traffic crashes on identified roadways by 5%.

STRATEGIES & ACTIVITIES

1. As often as possible, given the shortage of manpower, up to 4 overtime officers were assigned to one of the identified locations between Tuesday and Saturday during a 3-hour period between 12:00 PM and 8:00 PM. Media releases were made in an effort to raise public awareness. One officer was stationed on foot to observe violations and then identify violators to the officers in marked vehicles to take enforcement action.
2. Two overtime officers were assigned to one of the identified locations between the hours of 11:00 PM and 3:00 AM on Friday and Saturday nights beginning in April and ending in September. The officers patrolled the area looking for violations that may be caused by intoxicated drivers such as weaving, no headlights, speeding, etc. Officers used SFST on individuals that they believed were intoxicated.
3. The Department conducted five sobriety checkpoints in this grant period. At each checkpoint there were six grant officers, one sergeant, and two additional officers positioned in vehicles prior to the checkpoint. These two officers had the responsibility to stop vehicles attempting to avoid the checkpoint. Their BAT van was used at each checkpoint. Media releases were made prior to each checkpoint to increase public awareness.

RESULTS

1. There were a total of 506 crashes at the six identified locations in 1999. During the grant period there were 499 total crashes for a reduction of 1.5% (which is lower than the anticipated goal of 10%).
2. There were 8 alcohol-related crashes in the six-month grant period compared to 21 crashes in the 12 months of 1999. If the 12-month total of 1999 is divided into a six-month estimate of 10.5, they report reducing the number of alcohol-related crashes by 24%, which exceeds their goal of a 20% reduction.
3. There were 21 alcohol-related traffic crashes at the six identified locations in 1999. During the six-month period they conducted sobriety checkpoints, there were 8 alcohol-related crashes at these locations. If the 12-month total of 21 is divided into a six-month total of 10.5, they report a 24% reduction in alcohol-related traffic crashes, exceeding their goal of 5%.

Contact MDHS Program Coordinator:
Bill Whitfield @ 1-800-800-2358
Funds Expended: \$39,479.50 402

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-76

Year: 2001

Agency Name: St. Louis County Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project Sobriety Checkpts (Please Describe)
DWI Arrests	950	1		19		16
Speeding Violations	13,200	668		128		
HMV Violations	8,877	725		249		
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	23,027	1,394		396		16
Seat Belt Violations	459	145		38		88
Child Restraint Violations	228	3		0		1
Number of Traffic Stops	N/A	1,567		474		1,886
Number of Hours Worked	N/A	815		420.5		188

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 28* Injury 2,348* Property Damage 8,027*

Reporting Officer's Name P.O. David Stuckmeyer

*estimates based on extrapolating 8 month's data; July – September data not available

SOBRIETY CHECKPOINT YEAR END SUMMARY

AGENCY NAME: St. Louis County Police Department

Sobriety Checkpoint Project #01-PT-02-76

Time -- 10:00 p.m. to 3:00 a.m.

Total number of sobriety checkpoints 5

Total number of cars stopped 1,886

Total number of times video camera used 0

Total number of times videotape used in court 0

Total number of times PBT used 0

Total number of times PBT was the only probable cause test used 0

Total number of man-hours 188

Total number of dollars spent \$5,340.00

ARREST TOTALS

DWI 16 Drugs 5 License Violations N/A

Total BAC 20 Total Refusals 5

Total Seat Belt Violations 88 Total Child Restraint Violations 1

Other _____

Age of Arrested DWI:

16-20 # 2 21-29 # 4 30-39 # 4 40-50 # 4 Over 50 # 2

**TITLE OF PROJECT: DWI & HMV ENFORCEMENT—ST. PETERS
PROJECT NUMBER: 01-PT-02-77****PROGRAM AREA(S)**

Police Traffic Services

JURISDICTION SIZE

City of St. Peters—Population 57,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

Drinking Drivers and Drivers committing Hazardous Moving Violations

PROJECT CHARACTERISTICS

The DWI project provided overtime funding to enforce drinking and driving violations occurring in the city of St. Peters. Overtime funding was also provided for hazardous moving violation enforcement at three high accident locations. Press releases were given out. One local television station did film one of the high accident locations. The film did run on the station news three times that day.

PROBLEM IDENTIFICATION

1. City of St. Peters had 58 alcohol traffic crashes from Oct 1, 1999 to Sept 30, 2000. These crashes occurred throughout the city. No alcohol-related high accident locations were identified.
2. Three high accident locations within the city of St. Peters were identified and targeted for enforcement. One location (41 property, and 19 injury accidents) consisted of a stretch of roadway that ran in front of a high school. The other two locations (73 property and 47 injury accidents) were major intersections in the city.

GOALS AND OBJECTIVES

To reduce the number of traffic crashes caused by impaired drivers within the city of St. Peters by 25%.
To reduce the number of traffic crashes involving Hazardous Moving Violations at all three locations by 25%

STRATEGIES & ACTIVITIES

1. DWI enforcement—Officers were assigned to work on Fridays and Saturdays from 1900 hours to 0300 hours. Only officers trained in SFST were assigned. Officers were to patrol the city, looking for impaired drivers. When data was available, high accident locations involving impaired drivers were targeted.
2. Hazardous moving violations. Officers were assigned to these areas based on high accident times, and locations. Officers usually worked as a group, and usually used an officer as a spotter for the violations. The spotter would call out the violation, with assisting officers stopping the violator.

RESULTS

- 1) Alcohol-related arrests remained the same.
- 2) Alcohol-related traffic crashes for this period was 51—an 8% reduction from last year.
- 3) Accidents on Mexico Rd between Belleau Creek Rd, and Salt Lick increased by 8%. A major cause for the increase is believed to be due to this area being under construction during most of this time period.
- 4) Accidents on Mexico Rd at Mid Rivers showed a decrease of 44 %.
- 5) Accidents on Mexico Rd at Jungerman showed a decrease of 41 %.
- 6) The grant did receive media coverage from both the print media and television media.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-77 Year: 2001

Agency Name: St. Peters Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	299	0	n/a	28	n/a	n/a
Speeding Violations	5187	89	n/a	95	n/a	n/a
HMV Violations	3533	228	n/a	57	n/a	n/a
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	9019	317	n/a	180	n/a	n/a
Seat Belt Violations	1538	92	n/a	5	n/a	n/a
Child Restraint Violations	55	1	n/a	0	n/a	n/a
Number of Traffic Stops	unk	407	n/a	245	n/a	n/a
Number of Hours Worked	unk	203.5	n/a	137.5	n/a	n/a

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 3 Injury 444 Property Damage 1268

Reporting Officer's Name Sergeant R. David Bedsworth

**TITLE OF PROJECT: HMV ENFORCEMENT—SUGAR CREEK
PROJECT NUMBER: 01-PT-02-78**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Sugar Creek: population 4,000

TYPE OF JURISDICTION

Rural

TARGETED POPULATION

All drivers

PROJECT CHARACTERISTICS

The project provides overtime funding to have officers detect hazardous moving violations on Missouri 291 Highway.

PROBLEM IDENTIFICATION

An on-going construction project on Missouri 291 Highway within the City of Sugar Creek had resulted in an increase in traffic crashes on this roadway. Of the 80 crashes in 1999, 39 were injury related and one resulted in a fatality. The major contributing circumstances to these crashes were speeding, following too close, improper passing, careless-driving, and other hazardous moving violations.

GOALS AND OBJECTIVES

To reduce the number of traffic crashes on Missouri 291 Highway.

STRATEGIES & ACTIVITIES

Two overtime officers were assigned to the roadway during high crash times (mornings and afternoons). One officer served as the spotter for hazardous moving violations while the other officer served as the pursuit officer. Two of these enforcement periods were performed each week.

RESULTS

The number of traffic crashes on Missouri 291 Highway between October 1, 1999 and September 30, 2000 was 65. The total number of crashes reported during this grant project year was 53, a reduction of 18%.

Contact MDHS Program Coordinator:
Randy Silvey @ 1-800-800-2358
Funds Expended: \$6,145.26 (402)

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-78

Year: 2001

Agency Name: Sugar Creek Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other
DWI Arrests		7				
Speeding Violations		304				
HMV Violations		23				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>		334				
Seat Belt Violations		24				
Child Restraint Violations		0				
Number of Traffic Stops		334				
Number of Hours Worked		362.3				

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal _____ Injury _____ Property Damage_____ Total 53

Reporting Officer's Name Capt. Richard Hodges

**TITLE OF PROJECT: HMV ENFORCEMENT—THAYER
PROJECT NUMBER: 01-PT-02-79**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

TYPE OF JURISDICTION

Rural

TARGETED POPULATION

All drivers

PROJECT CHARACTERISTICS

This project was to be a saturation overtime enforcement project. The project was never begun.

PROBLEM IDENTIFICATION

GOALS AND OBJECTIVES

STRATEGIES & ACTIVITIES

RESULTS

Contact MDHS Program Coordinator:
Bill Whitfield @ 1-800-800-2358
Funds Expended: \$0 402

**TITLE OF PROJECT: DWI & HMV ENFORCEMENT—TOWN & COUNTRY
PROJECT NUMBER: 01-PT-02-80**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

City of Town and Country—Population 12,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

Drinking Drivers, Aggressive Drivers

PROJECT CHARACTERISTICS

This project was structured to provide the Town and Country Police Department with overtime reimbursement, which would allow their officers to conduct traffic enforcement at a rate above what current on-duty personnel could achieve.

PROBLEM IDENTIFICATION

Motor vehicle crash statistics for the City of Town and Country indicated that daytime crashes during peak hours were caused by aggressive driving violations. These statistics also indicated an increase in injury crashes involving drivers who had been drinking. Additional overtime enforcement was needed to address the violation problems

GOALS AND OBJECTIVES

GOAL: To reduce local traffic crashes and the severity of these crashes thereby impacting the overall statewide traffic crash death and injury rate.

OBJECTIVES:

1. Increase occupant restraint usage, over baseline rate through enforcement
2. Decrease HMV violations at high accident locations through increased enforcement
3. Increase awareness of traffic safety issues through education, improved media relations, and partnerships.

STRATEGIES & ACTIVITIES

- Participation in the Operation Impact Enforcement Campaign (twice monthly)
- Media releases regarding safety belt and child restraint use and enforcement campaigns
- Coordinated saturation enforcement patrols with multiple departments

RESULTS

- Conducted three seat belt usage surveys showing usage rate of 69%
- Conducted numerous Child Safety Seat clinics/inspections throughout the City
- Sent out Media releases for the above clinics and in conjunction with DWI enforcement
- Conducted a total of 220 hours of overtime DWI and HMV saturation patrols resulting in:
 - + 504 traffic stops
 - + 238 speeding citations
 - + 199 HMV citations
 - + 56 Safety Belt citations
 - + 29 DWI arrests

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-80

Year: 2001

Agency Name: Town and Country Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	495	0	N/A	29	N/A	N/A
Speeding Violations	4,472	107	N/A	128	N/A	N/A
HMV Violations	1,993	97	N/A	102	N/A	N/A
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	6,960	204	N/A	259	N/A	N/A
Seat Belt Violations	966	38	N/A	18	N/A	N/A
Child Restraint Violations	32	1	N/A	0	N/A	N/A
Number of Traffic Stops	N/A	219	N/A	285	N/A	N/A
Number of Hours Worked	N/A	75	N/A	144.75	N/A	N/A

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 0 Injury300 Property Damage587

Reporting Officer's Name Lt. Patrick Kranz

**TITLE OF PROJECT: HMV ENFORCEMENT—UNIVERSITY OF MISSOURI-COLUMBIA PD
PROJECT NUMBER: 01-PT-02-81****PROGRAM AREA**

Police Traffic Services

JURISDICTION SIZE

University of Missouri—Population 35,000

TYPE OF JURISDICTION

Urban University

TARGETED POPULATION

All drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to enforce hazardous moving violations in the high crash area of the University of Missouri Police Departments jurisdiction. Funding was also provided for two radar units to assist in the enforcement of this project.

PROBLEM IDENTIFICATION

Traffic crash data for the calendar year 1999 was analyzed to determine the top two crash locations in the University community. Based on this information the following locations were identified: MO. 763 (a 1.1 mile stretch of roadway through campus) - 52 crashes; and MO. 740 (a 1.2 mile stretch of roadway through campus) – 48 crashes. There were a total of 43 or 43% of the accidents that occurred on MO.740 and MO.763 were injury accidents. The top four contributing circumstances for MO.740 and MO.763 were inattention with 95, fail to yield with 33, too fast for conditions or speeding with 18, and drinking or drugs at 9. It should be noted that in some accidents there was more than one probable contributing circumstance per accident.

GOALS AND OBJECTIVES

To reduce the number of traffic crashes on MO. 740 and MO.763 caused by speeding and inattention at traffic control lights—targeted reduction rate is 10%.

STRATEGIES & ACTIVITIES

- One officer was assigned the intersection of MO.740 and MO.763 during the high peak hours of crashes. The officer performed both mobile and stationary patrol to detect drivers that might be speeding as well. The officer worked on an overtime basis and worked 10 hours of enforcement per month during the regular school year not counting the month of December or January.
- The University of Missouri Police Department utilized the two new radar units to enforce speeding violations during the HMV enforcement and throughout campus during regular patrol periods.

RESULTS

- Media releases were made on the day preceding each enforcement period as part of the campaign to increase driver awareness and compliance with speed laws.
- There were a total of 85 traffic stops made during this enforcement with 51 citations for HMV's, and 2 seat belt violations.
- As a result of the two new radar units, there were 221 speeding violations cited compared to 184 during the previous year. The high crash areas of MO.740 and MO.763 did have an increase of 28 crashes to 38 crashes.

The University Police Department believes that more dedication to this intersection will help reduce crashes in this area.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-PT-02-82

Year: 2001

Agency Name: Union Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	73	0	N/A	N/A	N/A	N/A
Speeding Violations	303	140	N/A	N/A	N/A	N/A
HMV Violations	334	62	N/A	N/A	N/A	N/A
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	710	202	N/A	N/A	N/A	N/A
Seat Belt Violations	308	64	N/A	N/A	N/A	N/A
Child Restraint Violations	7	0	N/A	N/A	N/A	N/A
Number of Traffic Stops	1,996	226	N/A	N/A	N/A	N/A
Number of Hours Worked	N/A	169	N/A	N/A	N/A	N/A

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 4

Injury 132

Property Damage 388

Reporting Officer's Name Sgt. Art Amato DSN# 725

**TITLE OF PROJECT: HAZARDOUS MOTOR VEHICLE ENFORCEMENT—UNION
PROJECT NUMBER: 01-PT-02-82****PROGRAM AREA**

Police Traffic Services

JURISDICTION SIZE

Union—Population 7,757

TYPE OF JURISDICTION

Rural

TARGETED POPULATION

All Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding for traffic enforcement for all Hazardous Motor Vehicle Offenses, as well as provided for funding to acquire 3 Radar Units. The project allowed additional officers to be assigned to traffic concerns during the peak times of the day, and peak days of the week based upon previous crash data.

PROBLEM IDENTIFICATION

The City of Union experienced a sharp increase in accidents and injuries in the prior year, even though enforcement had been increased. The City experienced a large amount of growth in the past five years, as well as a large increase in the amount of State roadways. Manpower was limited due to the rapid growth, and the inability to locate qualified candidates to fill existing positions, as well as a newly created position within the Police Department. Three of the Police Department's four existing Radar Units broke and were not repairable. Due to limited funding, the units could not be replaced with existing budgetary funds.

GOALS AND OBJECTIVES

- (1): To reduce the number of traffic accidents by 15% and the number of injuries by 30%
- (2): To increase the amount of traffic enforcement and visibility of marked patrol units

STRATEGIES & ACTIVITIES

One overtime officer was randomly assigned to the roadways between 12:00 P.M. and 6:00 P.M. on Mondays, Tuesdays, Thursdays and Fridays throughout selected months during the contract period to increase the amount of enforcement and visibility during peak accident times. Each Officer was to perform Stationary and Moving Radar, as well as attempt to detect other Hazardous Moving Violations.

RESULTS

- (1): Accidents decreased slightly for the contract period, from 391 in 1999/2000 to 388 in 2000/2001
- (2): Traffic summons increased dramatically over the contract period.

Violation	1999/2000	2000/2001
Speed	303	391
C & I	47	67
Stop Sign	38	61
DWI	46	73
Seat Belt	123	308
Child Restraint	1	7

As stated previously, this project was hampered by a shortage of manpower and equipment; however, 2 patrol positions have been filled, and the latest officer hired will be released from the Field Training Program by the end of 2001. The 3 radar units are scheduled to be installed in new patrol cars that have been ordered that are scheduled to be delivered within 30-60 days. Once the equipment is installed, 4 patrol units will be equipped with Radar Units and In-Car Video Systems, greatly enhancing the enforcement ability of the Department.

Contact MDHS Program Coordinator:
Bill Whitfield @ 1-800-800-2358
Funds Expended: \$9,394.75 (402)

**TITLE OF PROJECT: HMV ENFORCEMENT—WASHINGTON
PROJECT NUMBER: 01-PT-02-83**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

City of Washington—Population 15,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION

All Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to increase enforcement of hazardous moving violations within the city of Washington. Off duty officers were used to increase patrol in high accident areas and increase enforcement of hazardous violations. Partial funding to purchase an additional stationary radar unit was also provided. This project also provided funding to conduct 5 sobriety checkpoints.

PROBLEM IDENTIFICATION

A major highway construction project and ever-growing population has caused motor vehicle crashes to escalate within the city. Twenty-five to thirty percent of all crashes involved young drivers within the city. Due to increases in calls for service and no increase in manpower, the City of Washington has found it difficult to keep up with traffic enforcement. Statistics show that the city of Washington ranked 42nd over the last 3 years for underage drinking driver crashes. The city also ranked 54th in alcohol related crashes for the same period.

GOALS AND OBJECTIVES

1. To reduce the number of traffic crashes caused by hazardous moving violations by 15% from last year.
2. To reduce the number of alcohol related crashes within the city by 20% from last year.

STRATEGIES & ACTIVITIES

Officers were assigned to work from 2pm to 6pm in the high accident areas to increase traffic enforcement. The department also conducted 5 sobriety checkpoints.

RESULTS

Statistics on vehicle crashes from October 1, 1999 to September 30, 2000 were compared with the same information from October 1, 2000 to September 30, 2001.

- Overall, there was a .095% reduction in the total number of crashes; however, several of the targeted sites had drastic increases.
- Alcohol-related crashes dropped only 1 accident from the previous year's total.

Contact MDHS Program Coordinator:

Bill Whitfield @ 1-800-800-2358

Funds Expended: \$6,988.37 402

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: **01-PT-02-83**

Year: **2001**

Agency Name: **WASHINGTON POLICE DEPARTMENT**

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	115	1				
Speeding Violations	396	251				
HMV Violations	434	46				
TOTAL HMV VIOLATIONS (A total of the three above categories)	945	298				
Seat Belt Violations	259	55				
Child Restraint Violations	9	0				
Number of Traffic Stops	N/A	332				
Number of Hours Worked	N/A	118.75				

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal **2** Injury **131** Property Damage **459**

Reporting Officer's Name **LT. MIKE STAPP #228**

SOBRIETY CHECKPOINT YEAR END SUMMARY

AGENCY NAME: Washington Police Department

Sobriety Checkpoint Project #_01-PT-02-83

Time -- 10:00 p.m. to 3:00 a.m.

Total number of sobriety checkpoints 5

Total number of cars stopped 3331

Total number of times video camera used NONE

Total number of times videotape used in court NONE

Total number of times PBT used N/A

Total number of times PBT was the only probable cause test used N/A

Total number of man-hours 146.25

Total number of dollars spent \$3,321.11

ARREST TOTALS

DWI 13 Drugs 18 License Violations 19

Total BAC 10 Total Refusals 3

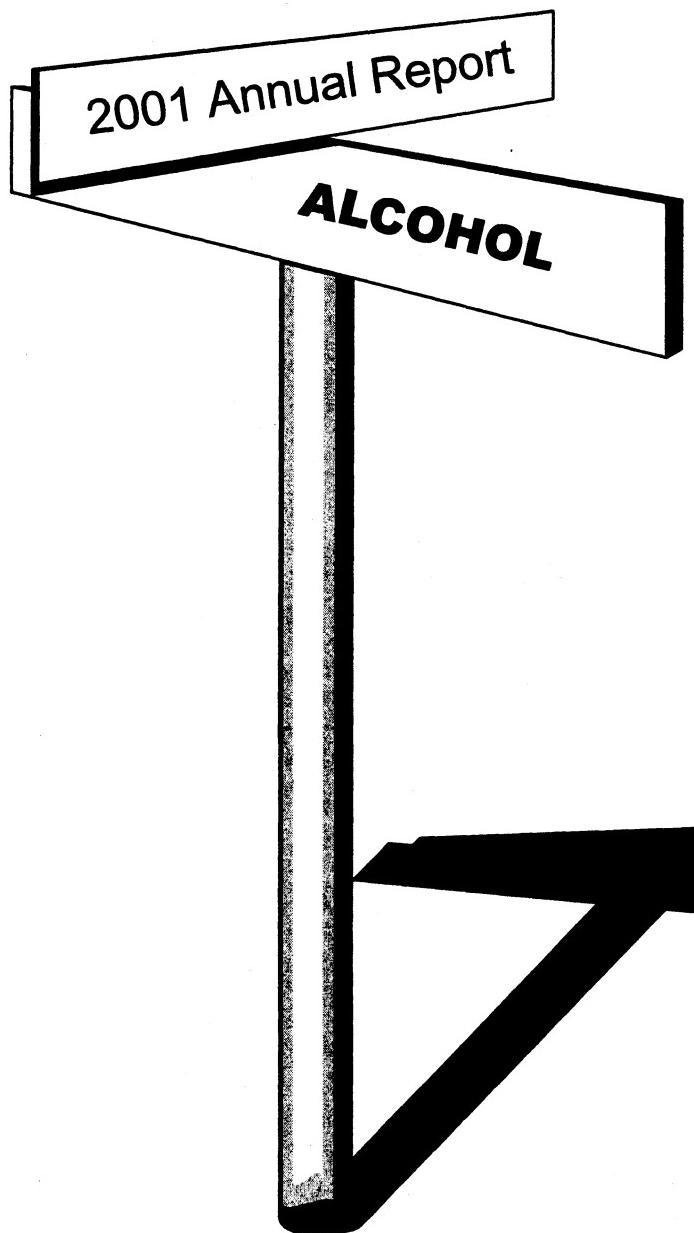
Total Seat Belt Violations 44 Total Child Restraint Violations 0

Other 20

Age of Arrested DWI:

16-20 # 2 21-29 # 6 30-39 # 1 40-50 # 3 Over 50 # 1

II



ALCOHOL

This program area addressed issues related to the driver whose ability to safely operate a motor vehicle has been impaired by the use of alcohol or other drugs. Although only 4.6% of all 1999 Missouri traffic crashes were identified as drinking related, there are strong indications that investigating officers under-report drinking involvement as a contributing factor in traffic crashes. The offender's symptoms may be masked (shock, injuries) or the person may be transported for treatment before the officer had a chance to observe or interview them. The other issue is that there may not be enough evidence for the officer to verify that the person's drinking actually contributed to the crash. A study of blood test results from dead drivers actually portrayed a much more serious picture. The study (1995-1997 traffic crashes) found that 45.6% of the dead drivers had been drinking to some degree while 37.7% had a blood alcohol level of .10% or more (at or above the legal intoxication level).

In addition to Regular 402 program expenditures, many activities within the alcohol area were funded through earmarked Youth Alcohol funds, incentive grants (410 and 157), and Section 154 transfer funds.

BENCHMARKS

Established	Result
1) To decrease total alcohol-related crashes by 2% annually	1999—8,381; 2000—8,417= .5% increase
2) To decrease alcohol-related crashes caused by drivers under 21 to a maximum 12.5% of total alcohol-related crashes	1999—15.7% of total; 2000—14.8% of total

Strategies—Public Information and Education

Identified	Implemented
Educate the public on the danger of drinking and driving through public awareness campaigns, distribution of education materials, traffic safety workshops, health and safety fair displays, and PSAs	See PIE project—Brochures, News releases, 3-D month activities, etc.
Incorporate drinking/driving educational programs into Missouri school systems	MDHS activities; Think First
Continue Team Spirit Leadership workshops with high schools	2 Team Spirit Conferences & 1 Reunion held
Develop statewide designated driver programs which stress alternatives to drinking and driving	CHEERS designated driver
Educate alcohol servers in intervention techniques	Liquor Control ASAP Projects
Support the Governor's Commission on DWI & Impaired Driving	Provided financial/tech support
Incorporate recommendations made by DWI assessment team	Ongoing—Legislation passed: .08 BAC and PBT's may be used by all law enforcement

Strategies—Enforcement

Identified	Implemented
Provide training on: DWI detection/apprehension; field sobriety testing; courtroom testimony; & DWI crash investigation techniques	Training offered by CMSU, Missouri Southern, UMC LETI & Missouri Western
Provide funding for alcohol saturation enforcement teams and sobriety checkpoints	PTS & alcohol enforcement projects with state and local law enforcement agencies (25 local agencies conducted checkpoints plus the Highway Patrol)
Provide equipment to enhance enforcement efforts and training to ensure effective use of this equipment	PTS & alcohol enforcement projects with state and local law enforcement agencies
Provide funding for projects designed to apprehend minors attempting to purchase alcohol	PTS & alcohol enforcement projects with state and local law enforcement agencies
Increase consistency in enforcement efforts statewide through law enforcement campaigns	Where possible, enforcement agencies worked multi-jurisdiction saturation efforts which were highlighted by media campaigns/awareness (Show Me Safe & Sober)
Incorporate recommendations from DWI assessment	LETSAC & state agencies continually reviewed ways to streamline paperwork & increase efficiency (e.g. AIR)

Strategies—Prosecution/Adjudication

Identified	Implemented
Upgrade testing equipment used to analyze breath samples taken from DWI offenders	Breath Alcohol Testing Laboratory @ CMSU; Held BAC Testing Symposium
Train judiciary on local/national DWI issues	Training conducted by DOR, OSCA & MOPS; Annual Courts Conference

**TITLE OF PROJECT: ALCOHOL PROGRAM COORDINATION—MDHS
PROJECT NUMBER: 01-AL-03-1****PROGRAM AREA**

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban and Rural

TARGETED POPULATION(S)

All Individuals traveling on Missouri's roadways

PROJECT CHARACTERISTICS

This in-house memo project provides funding to hire MDHS staff to administer activities within the program area (including travel and training).

PROBLEM IDENTIFICATION

Without adequate staff who are appropriately trained, the Division of Highway Safety will be ill-equipped to administer a statewide Highway Safety Plan that has the ability to impact traffic crashes in Missouri.

GOALS AND OBJECTIVES

To assure that projects within this program area are properly developed, administered, monitored, and evaluated.

STRATEGIES & ACTIVITIES

1. Assign program staff to program area
2. Train program staff as needed
3. Evaluate work annually

RESULTS

MDHS personnel are assigned to various program areas. Most personnel are specialists in one or two fields. Program staff were responsible for developing and negotiating contracts, assessing budgetary needs, monitoring projects, evaluating activities, and both presenting and receiving training.

**TITLE OF PROJECT: SOBRIETY CHECKPOINT EQUIPMENT—MEMO
PROJECT NUMBER: 01-AL-03-2**

PROGRAM AREA

Alcohol

JURISDICTION SIZE

4 million licensed drivers

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Drinking Drivers

PROJECT CHARACTERISTICS

This in-house memo project provided the equipment necessary to support state-funded sobriety checkpoints.

PROBLEM IDENTIFICATION

All sobriety checkpoints must meet court-approved standards. Highly visible, properly functioning equipment is a necessity in order to hold checkpoints that meet all safety standards.

GOALS AND OBJECTIVES

To provide adequate equipment support for Sobriety checkpoints throughout the State of Missouri.

STRATEGIES & ACTIVITIES

1. Develop approved equipment list
2. Renew state contracts if needed
3. Notify participating law enforcement agencies of approved equipment and where/how to purchase equipment.

RESULTS

- Developed the approved equipment list which included: safety shields for transporting offenders; traffic flares; in-car video cameras (new sites only); reflectorized safety vests; preliminary breath test instruments; traffic cones; generator and lights package; sobriety checkpoint signs and stands
- State contracts were renewed so that participating agencies could purchase directly from the state contracts
- Vocational enterprises were contacted to continue producing the signs
- The following agencies were contacted: St. John; O'Fallon; Blue Springs and Manchester

Contact MDHS Program Coordinator:

Lisa Baker @ 1-800-800-2358

Funds Expended: \$19,356.63 (402)

**TITLE OF PROJECT: SOBRIETY CHECKPOINTS—MSHP
PROJECT NUMBER: 01-AL-03-3****PROGRAM AREA**

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban & Rural

TARGETED POPULATION

Drinking Drivers

PROJECT CHARACTERISTICS

This project provided funding for the Highway Patrol to conduct sobriety checkpoints throughout the state. The mobile BAT Van was utilized to enhance and streamline the checkpoints. Each troop selected checkpoint locations utilizing the Selective Traffic Enforcement Program Statewide Analysis Manual. The five highest alcohol-related crash locations that could be safely utilized for a checkpoint within each troop were targeted.

PROBLEM IDENTIFICATION

In Missouri, 4.6% of all traffic crashes occurring in 1999 were alcohol-related. However, of all fatal traffic crashes 20.9% were alcohol-related. A total of 217 persons were killed and 6283 were injured in alcohol-related traffic crashes—one person every 1.3 hours. The 1999 statistics also indicate that 60% of all alcohol related traffic crashes occurred on Friday, Saturday or Sunday and 65.2% occurred between 7:00 P.M. and 2:59 A. M.

GOALS AND OBJECTIVES

Goal: To maintain the total number of drivers arrested for DWI during sobriety checkpoints compared to the corresponding period of the previous year

Objective: To heighten the awareness of alcohol related traffic crashes and reduce the incidence of driving while intoxicated violations in the area of operations through media coverage, observations and concentration of law enforcement officers.

STRATEGIES & ACTIVITIES

DWI checkpoints were conducted primarily on Friday and Saturday nights. Some checkpoints were conducted to coincide with special events or holidays. Checkpoints were conducted with a target frame of 2000 hours to 0300 hours, lasting a minimum of 2 hours in duration, with multiple locations in the same targeted area. The BAT VAN was used at all checkpoints.

RESULTS

See attachment C (total number of operations, total number of overtime hours, average BAC reading, BAT VAN: number of person tested, number of refusals, number of blood test, number of field sobriety test, miles driven, miscellaneous use of van:

Contact MDHS Program Coordinator:

Mary Johnson @ 1-800-800-2358

Funds Expended: \$66,803.92 (410)

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-AL-03-3

Year: 2001

Agency Name: Missouri State Highway Patrol

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests				254		
Speeding Violations				272		
HMV Violations				277		
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>				803		
Seat Belt Violations				256		
Child Restraint Violations				14		
Number of Traffic Stops				9150		
Number of Hours Worked				unk		

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal _____ Injury _____ Property Damage _____

Reporting Officer's Name Bruce T. Clemonds

**TITLE OF PROJECT: BREATH ALCOHOL LAB OPERATION—CMSU
PROJECT NUMBER: 01-AL-03-4****PROGRAM AREA**

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Law Enforcement Agencies with DWI Operations

PROJECT CHARACTERISTICS

Through a cooperative agreement and funding assistance from Missouri Division of Highway Safety, the Missouri Safety Center has been able to provide training, instrument service and repairs, as well as technical and legal support to local, county, and state enforcement agencies, allowing them to maintain an active DWI system statewide. There are currently 439 infrared breath test instruments under the supervision and maintenance of the Center's Breath Lab Operation.

PROBLEM IDENTIFICATION

The Missouri Department of Health, who has the legal authority for certification of personal and instruments in the state, lacks the resources and capability to effectively administer such a program.

GOALS AND OBJECTIVES

Goal: To assure Missouri's breath testing equipment is properly maintained and the Operators are sufficiently trained so that DWI arrests hold up in court

Objectives:

- Provide Type II, Type II Up-Date, and limited Type III Operator certification training as identified in the Department of Health Administrative Rules and Regulations
- Provide repair service to agencies that currently have breath instruments assigned to them and assist in placement of new technologies.

STRATEGIES & ACTIVITIES

1. Conduct required certification courses for the creation of Type II Supervisors in the state
2. Conduct Up-Date Certification courses to allow for current Type II Supervisors to move from one instrument to another, and to then conduct required training for local Type III Operators on new instruments
3. Conduct as needed Type III courses statewide to certify local officers to administer breath tests (usually done when there is no local Type II to conduct such training, or to assist the local Type II)
4. Provide breath instrument repairs, both on a routine and emergency basis, to allow for continuation of local DWI programs
5. Assist with local placement of new instrumentation and required up-date training (if funding is available)
6. Maintain statewide cooperative procurement contract on both instruments on Missouri's approved products list
7. Offer local DWI enforcement mobile testing via the loaner BAT Van that is used statewide in support of special operations and enforcement efforts

RESULTS

- Performed repairs to 180 current field instruments—25% of which were done under emergency repair classification (walk in/repair/and carry out)
- Assisted local Type II Supervisors with an additional 179 field repairs via telephone, e-mail and fax, guiding them through an adjustment or repair
- Provided training to 236 Missouri Certified law enforcement officers in specific breath instrument operation
- Replaced six field units that were determined to be beyond repair
- Conducted 8 special presentations to over 340 Missouri citizens
- Provided expert testimony in 8 Missouri court cases

Contact MDHS Program Coordinator:
Mary Johnson @ 1-800-800-2358
Funds Expended: \$160,140.93 (402)

**TITLE OF PROJECT: PROJECT C.H.E.E.R.S. TO THE DESIGNATED DRIVER—UMC
PROJECT NUMBER: 01-AL-03-05****PROGRAM AREA(S)**

Alcohol

JURISDICTION SIZE

Available at communities w/college campuses

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

College Students; Drinking Drivers

PROJECT CHARACTERISTICS

Project C.H.E.E.R.S. (Creatively Helping to Establish an Educated and Responsible Society) to the Designated Driver provides establishments across the state with promotional items to display within the establishment and use for the promotion of Project C.H.E.E.R.S. Project C.H.E.E.R.S. operates from the University of Missouri-Columbia. The establishments receive publicity as a Project C.H.E.E.R.S. establishment through advertisements. The establishments in return provide a free non-alcoholic drink to the designated driver in a group of two or more when one is drinking an alcoholic drink. CHEERS Chapters, as part of their prevention efforts, also promote and participate in alcohol education/awareness programs on campus and within the community. This program educates and encourages individuals to make responsible choices for themselves and their community.

PROBLEM IDENTIFICATION

The primary cause of death among people at the college age is traffic crashes, and alcohol consumption has been found to be a leading contributor to those crashes. By making college students aware that there are choices concerning drinking and using a designated driver, the use of a designated driver should increase in the student population. Of all Missouri 2000 traffic crashes 4.6% were drinking related and 31.6% involved one or more drivers under the age of 21. Of all fatal crashes, 22.9% were drinking related and 25.8% of those included a young driver (according to the Missouri Traffic Safety Compendium 2000). From 1999-2000 there was an increase in the percentage of fatalities by drinking drivers from 20.9% (1999) to 22.9% (2000). In March 2001, the CORE study (N=1200) found that 78% of MU college students use a designated driver.

GOALS AND OBJECTIVES

The goal is to decrease the number of alcohol-related traffic crashes involving young adult drivers in college/university communities by:

- 1) increasing awareness of alcohol-related deaths and injuries;
- 2) increasing awareness of Project C.H.E.E.R.S. to the Designated Driver on the campuses and across the state;
- 3) increasing the use of a designated driver by the college students, and
- 4) increasing participation of licensed serving establishments by 20%.

STRATEGIES & ACTIVITIES

The purpose of Project C.H.E.E.R.S. is to implement and coordinate designated driver programs throughout Missouri. The chapters around the state serve as distribution points and use the slogan; "Working together to save lives." The Coordinator of Project C.H.E.E.R.S. administers and monitors the activities related to Project C.H.E.E.R.S. across the state. The coordinator is assisted by a graphic designer, an evaluation coordinator and a communications coordinator to assist with the necessary designs and evaluations to have a successful program. Some activities that have been implemented are as follows:

- 1) Promotional items distributed to the students as well as informational brochures
- 2) Contact with establishments to assure the program is implemented properly
- 3) Communication with other chapters around the state about the progress and events planned on their respective campuses
- 4) Increase the number of establishments associated with Project C.H.E.E.R.S.
- 5) Develop media tools to communicate the purpose and idea of Project C.H.E.E.R.S. to college students and community members

RESULTS

Establishments have relied heavily on the promotional items that are provided. On average, 80 patrons per week use the promotional items in the establishments. Promotional items include cups, tee-shirts, pens, notepads, post-its, coasters, brochures, key chains and establishment posters.

Other ways of assessing results are:

- 1) Awareness across the state has increased with the addition of private schools in Missouri as chapters of Project C.H.E.E.R.S.
- 2) 78% of college students on the MU campus reported using a designated driver. This statistic was used as an educational tool to increase awareness.
- 3) The number of Project C.H.E.E.R.S. licensed serving establishments increased 20%. Active chapters include:

Lincoln University, Jefferson City
Northwest Missouri State University, Maryville
Southeast Missouri State University, Cape Girardeau
University of Missouri-Columbia
University of Missouri-Kansas City
University of Missouri- St. Louis
University of Missouri-Rolla
Washington University, St. Louis
Maryville University, St. Louis
Webster University, St. Louis
Columbia College, Columbia
Westminster College, Fulton
William Woods University, Fulton
Central Missouri State University, Warrensburg
Missouri Southern, Joplin
Missouri Western, St. Joseph
Southwest Missouri State University, Springfield
Truman State University, Kirksville

Activities where Project C.H.E.E.R.S. was promoted through promotional supplies and information:

Alcohol Responsibility Month/Week
Partners In Prevention
TIPS Training
BACCHUS/GAMMA Regional Conferences
Community and campus fairs
Social Events
Residential Hall information meetings
Prevention meetings
Alcohol Referral Workshops
Outreach Programs

Contact MDHS Program Coordinator:
Tempe Humphrey @ 1-800-800-2358
Funds expended: \$26,985.02 (402)

**TITLE OF PROJECT: TEAM SPIRIT LEADERSHIP TRAINING CONFERENCE—
SPRINGFIELD
PROJECT NUMBER: 01-YA-03-1**

PROGRAM AREA (S)

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban/Rural High Schools

TARGETED POPULATION (S)

High School Students

PROJECT CHARACTERISTICS

The Team Spirit Leadership Training Conference is designed to empower youth to take an active role in traffic safety issues, which includes preventing alcohol and other drug use and the impaired driving that accompanies such use. The mission of Team Spirit is to provide youth and their adult advisors with the motivation, information, skills and support necessary to organize traffic safety activities in their schools and communities.

The teams attending this training develop an "Action Plan" to implement upon returning to their school. Action Planning includes the identification of specific substance use and impaired driving related problems, goals, and objectives to address the problems, and a time and task chart which outline how the team members will actually meet their goals and objectives by implementing selected projects.

A teen staff member facilitates each school team through the Action Planning Process. Mandatory staff training is held 1-2 months prior to the conference. This training provides the staff with the opportunity to review the action planning process, conference agenda, and team assignments as well as volunteering for various conference tasks.

PROBLEM IDENTIFICATION

In the State of Missouri during 1999, there were 1,094 persons killed and 78,317 injured in traffic crashes. Of all 1999 Missouri traffic crashes, 31.6% involved one or more drivers under the age of 21. Of all fatal Missouri traffic crashes, 24.5% involved young drivers. Young drivers account for only 10.3% of all licensed drivers in the State of Missouri and continue to be significantly over represented in their involvement in Missouri traffic crashes.

The tragedy is that most of these injuries are preventable. Motor vehicle crashes are a major threat to adolescent health and well being. Over 40% of all deaths among 16 to 19 year-olds in the United States are a result of motor vehicle crashes. Efforts to understand why adolescent drivers are increased risk for motor vehicle injury point to unsafe driving habits as a primary contributor. Behaviors most frequently associated with injury and death in motor vehicle crashes are non-use of safety belts, speeding and driving under the influence of alcohol or other drugs.

GOALS AND OBJECTIVES

The goal of Team Spirit is to reduce the number and severity of traffic crashes involving young drivers by increasing awareness of young leaders who, assisted by trained adult advisors, will implement projects and activities to address those at greatest risk in their schools and communities. To meet this goal, a youth conference is hosted during the summer with schools teams leaving the conference with a prepared action plan to be implemented in their school or community during the upcoming school year.

STRATEGIES & ACTIVITIES

Teams attending this training develop an "Action Plan" to implement upon returning to their school. This Action Plan consists of identifying specific alcohol and impaired related problems, establishing their goal, and determining objectives for their school or community. The team then prepares a task chart, which outlines how the team members will actually meet their goals and objectives by implementing selected responsibilities.

All teams attend workshops pertaining to alcohol and DWI awareness, leadership and team building skills. These workshops enable the teams to work more effectively toward developing their Action Plan. The entire Team Spirit community must attend informational training sessions, which will empower them to take a lead role in working

with their peers and adults. At the conference, youth had the opportunity to learn about the seriousness of the young driver problem in Missouri in relation to safety belts use, drinking and driving, aggressive driving, speeding and more.

The following are strategies designed to meet the above goal:

1. Increase participants' knowledge about alcohol and other drug use that impaired driving and to explore their attitudes and behavior related to these topics – 100% of participants.
2. Increase participant's knowledge about choices and consequences related to driving / riding in a motor vehicle – 100% of participants.
3. Train and assist teams in developing an Action Plan that is presented at the Conference and submitted in writing to the Conference Coordinators- 100% of participants.
4. Introduce participants to a variety of strategies for the prevention and intervention of youth alcohol/drug use and impaired driving; and other unsafe driving behaviors.
5. Empower youth to take a lead role in working with peers and adults to address issues related to the use of alcohol and other drugs and unsafe driving behaviors.
6. Help participants build social, leadership, and organizational skills by practicing them in a supportive setting.
7. Train teams in the action planning process and provide an on-going technical assistance to the Team Spirit teams to implement their Action Plan.
8. Provide opportunities during the school year for all Team Spirit teams to participate in a joint activity with other trained teams throughout the state.
9. Increase the capacity of the participating adult advisors to function effectively in that role by providing workshops specially designed to meet their needs.

RESULTS

The following schools attended the Team Spirit Leadership Training Conference in Springfield, Missouri:

- Dora High School – Dora , Missouri
- Fatima High School – Westphalia, Missouri
- Houston High School – Houston, Missouri
- Lakeland High School – Deepwater, Missouri
- Lockwood High School – Lockwood, Missouri
- Lutie High School – Theodosia, Missouri
- McDonald County High School – Anderson, Missouri
- Osceola High School – Osceola, Missouri
- Parkview High School – Springfield, Missouri
- St. Elizabeth High School – St. Elizabeth, Missouri
- Willow Springs High School – Willow Springs, Missouri

Daily feedback sheets were completed, as well as an overall Conference Evaluation by all participants. Each school developed a specific action plan for implementation during the upcoming school year.

Contact MDHS Program Coordinator:
Tempe Humphrey @ 1-800-800-2358
Funds expended: \$39,743.08 (402YA)

**TITLE OF PROJECT: TEAM SPIRIT LEADERSHIP TRAINING CONFERENCE—
CAPE GIRARDEAU
PROJECT NUMBER: 01-YA-03-2**

PROGRAM AREA

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban/Rural High Schools

TARGETED POPULATION

High School Students

PROJECT CHARACTERISTICS

The Team Spirit Leadership Training Conference is designed to empower youth to take an active role in preventing alcohol and other drug use that impairs driving. It is a carefully developed four-day summer training program for students and their advisors. School teams are recruited regionally; however, this training is offered to schools throughout Missouri.

The teams attending this training develop an "Action Plan" to implement upon returning to their school. Action Planning includes the identification of specific substance use and impaired driving related problems, goals, and objectives to address the problems, and a time and task chart which outline how the team members will actually meet their goals and objectives by implementing selected projects.

A teen staff member facilitates each school team through the Action Planning Process. A mandatory staff training is held 1-2 months prior to the conference. This training provides the staff with the opportunity to review the action planning process, conference agenda, and team assignments as well as volunteering for various conference tasks.

PROBLEM IDENTIFICATION

In the State of Missouri during 1999, there were 1,094 persons killed and 78,317 injured in traffic crashes. Of all 1999 Missouri traffic crashes, 31.6% involved one or more drivers under the age of 21. Of all fatal Missouri traffic crashes, 24.5% involved young drivers. Young drivers account for only 10.3% of all licensed drivers in the State of Missouri and continue to be significantly over represented in their involvement in Missouri traffic crashes.

The tragedy is that most of these injuries are preventable. Motor vehicle crashes are a major threat to adolescent health and well being. Over 40% of all deaths among 16 to 19 year-olds in the United States are a result of motor vehicle crashes. Efforts to understand why adolescent drivers are increased risk for motor vehicle injury point to unsafe driving habits as a primary contributor. Behaviors most frequently associated with injury and death in motor vehicle crashes are non-use of safety belts, speeding and driving under the influence of alcohol or other drugs.

GOALS AND OBJECTIVES

Goal: To reduce the number and severity of traffic crashes involving young drivers by increasing awareness of young leaders who, assisted by trained adult advisors, will implement projects and activities to address those at greatest risk in their schools and communities. To meet this goal, a youth conference is hosted during the summer with schools teams leaving the conference with a prepared action plan to be implemented in their school or community during the 2001-2002 school year.

STRATEGIES & ACTIVITIES

Teams attending this training develop an "Action Plan" to implement upon returning to their school. This will consist of identifying specific alcohol and impaired related problems, establishing their goal, and determining objectives for their school or community. Teams then prepare a task chart outlining how the team members will actually meet their goals and objectives by implementing selected responsibilities.

All teams attend workshops pertaining to alcohol and DWI awareness, leadership and team building skills. These workshops enable the teams to work more effectively toward developing their Action Plan. The entire Team Spirit community must attend informational training sessions, which will empower them to take a lead role in working with their peers and adults. At the conference, youth had the opportunity to learn about the seriousness of the young driver problem in Missouri in relation to safety belts use, drinking and driving, aggressive driving, speeding and more.

The following are strategies designed to meet the above goal:

1. Increase participants' knowledge about alcohol and other drug use that impaired driving and to explore their attitudes and behavior related to these topics – 100% of participants.
2. Increase participant's knowledge about choices and consequences related to driving / riding in a motor vehicle – 100% of participants.
3. Train and assist teams in developing an Action Plan that is presented at the Conference and submitted in writing to the Conference Coordinators- 100% of participants.
4. Introduce participants to a variety of strategies for the prevention and intervention of youth alcohol/drug use and impaired driving; and other unsafe driving behaviors.
5. Empower youth to take a lead role in working with peers and adults to address issues related to the use of alcohol and other drugs and unsafe driving behaviors.
6. Help participants build social, leadership, and organizational skills by practicing them in a supportive setting.
7. Trains teams in the action planning process and provide an on-going technical assistance to the Team Spirit teams to implement their Action Plan.
8. Provide opportunities during the school year for all Team Spirit teams to participate in a joint activity with other trained teams throughout the state.
9. Increase the capacity of the participating adult advisors to function effectively in that role by providing workshops specially designed to meet their training.

RESULTS

- Nine teams attended (with 105 participants trained; 32 staff and presenters:
 - Farmington High School, Farmington, MO
 - Advance High School, Advance, MO
 - Fox High School, Arnold MO
 - Seckman High School, Imperial MO
 - Caruthersville High School, Caruthersville, MO
 - Greenville High School, Greenville, MO
 - Woodland High School, Marble Hill, MO
 - Van Buren High School, Van Buren, MO
 - New Madrid County High School, New Madrid, MO
- Daily feedback sheets were completed, as well as an Over-all Conference Evaluation by all participants;
- All nine teams developed and submitted a copy of their Action Plan;
- After the high schools have implemented their Action Plan, the Team Spirit advisor submits a project report with photos and media coverage of that event.
- Local support from MADD organization, Cape Girardeau Police Officers Association, and Cape Girardeau Police Department;
- Participated in Annual Team Spirit Reunion, held in Jefferson City, Missouri.
- Follow-up site visits are made to trained high school teams to help maintain enthusiasm and support and to offer any additional information.

Contact MDHS Program Coordinator:
Tempe Humphrey @ 1-800-800-2358
Funds expended: \$30,040.37 (402YA)

**TITLE OF PROJECT: THINK FIRST MISSOURI—UMC
PROJECT NUMBER: 01-YA-03-4**

PROGRAM AREA

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban & Rural: Missouri Schools, Corporations &
Community Organizations

TARGETED POPULATION(S)

Elementary, Middle & High School
Students, Adult and Young Drivers

PROJECT CHARACTERISTICS

The THINK FIRST School Assembly Program is delivered to large audiences of junior and senior high school students, and features the testimony of a young speaker who has survived a traumatic brain or spinal cord injury. The speakers describe their injuries, the causes of their injuries, and why young people are so vulnerable. The young speakers serve as peer educators and relate extremely well to young audiences. The school assembly program continues to be enthusiastically received by faculty, administrators, and most important, the students. The THINK FIRST Corporate/Community Traffic Safety Program presentations follow a similar format to the assembly program; however, the powerful message of traffic safety is delivered to audiences at their work sites or community forums. This program is unique because speakers with brain or spinal cord injuries give very compelling personal testimonies about their lives before and after their motor vehicle injury.

The THINK FIRST for KIDS Elementary Curriculum program is an injury prevention curriculum including a video, posters, comic strips, and an easy-to-use teacher's manual. It was developed to increase awareness and knowledge among children 6-8 years of age (Grades 1-3) about the risk of brain and spinal cord injury and to promote the use of good safety habits.

PROBLEM IDENTIFICATION

In the State of Missouri during 1999, there were 1,094 persons killed and 78,317 injured in traffic crashes. Of all 1999 Missouri traffic crashes, 31.6% involved one or more drivers under the age of 21. Of all fatal Missouri traffic crashes, 24.5% involved a young driver. Young drivers account for only 10.3% of all licensed drivers in the State of Missouri and continue to be significantly over represented in their involvement in Missouri traffic crashes. The traffic safety issues associated with young drivers are complex. A research study on traumatic spinal cord injury in central Missouri found that young people between the ages of 15 and 25 are over represented. Traumatic brain and spinal cord injuries result in disabilities that have no known cure. Practical solutions combining a number of educational programs must be utilized for this hard-to-reach target group.

GOALS AND OBJECTIVES

Goal: To reduce the number and severity of traffic crashes involving adult and young drivers by increasing awareness of traumatic head and spinal cord injuries among those at greatest risk, and to provide ways to prevent these injuries from happening.

Objective: To give students, young drivers and adults a good reason to change unsafe behaviors/attitudes that may result in a serious injury to themselves or others. Emphasis for all three programs will be placed in the following traffic safety areas: Drunk Driving, Safety Belt Use, Safe Driving Behavior, and Speeding. A THINK FIRST Missouri Speakers Bureau has been established with approximately 10 speakers that are trained and available for media presentations and/or interviews when appropriate.

STRATEGIES & ACTIVITIES

School Assembly Program - THINK FIRST Missouri will conduct at least 50 educational presentations on traffic safety issues in Missouri schools by September 30, 2001.

The THINK FIRST Corporate/Community Traffic Safety Program – THINK FIRST Missouri will deliver at least 36 traffic safety programs to Missouri work sites or community organizations by September 30, 2001.

THINK FIRST For KIDS Curriculum Program - THINK FIRST Missouri will distribute at least 25 THINK FIRST for KIDS curriculums and provide teachers with training and assistance upon request.

RESULTS

- THINK FIRST Missouri successfully conducted 65 School Assembly Presentations reaching 11,052 students and 49 Corporate/Community Traffic Safety Presentations reaching 3,577 workers, and distributed over 25 THINK FIRST For KIDS Curriculum kits to teachers across the state.
- THINK FIRST Missouri also helped to coordinate the World's Largest Brain (brain-shaped hot air balloon) event, provided training and consultation to state and national THINK FIRST Chapters, conducted multiple training sessions at the Missouri school nurse grantee meetings, supported various legislative initiatives, and conducted 12 Young Traffic Offenders Programs at the University of Missouri Hospital.
- Schools, businesses and community organizations in Missouri continue to recruit THINK FIRST programs of all types into their classrooms and training facilities. The strong, statewide network of THINK FIRST chapters and speakers remains prepared to provide quality programming to thousands of Missourians each year.

Contact MDHS Program Coordinator:
Tempe Humphrey @ 1-800-800-2358
Funds expended: \$100,790 (402YA)

**TITLE: THINK FIRST/YOUNG TRAFFIC OFFENDER PROGRAM—
KANSAS CITY, RESEARCH MEDICAL CENTER
PROJECT NUMBER: 01-YA-03-5**

PROGRAM AREA

Alcohol

JURISDICTION SIZE

Jackson County—634,963; Nodaway County—21,709;
Andrew County—14,632; Carroll County—10,217;
Ray County—18,460; Platte County—57,848;
Clay County—157, 618; Cass County—63,085;
Clinton County—15,499; Platte County—57,848.

TYPE OF JURISDICTION

Urban & Rural: Elementary Schools, Middle Schools;
High Schools; Church Organizations and Camps

TARGETED POPULATION(S)

Elementary, Middle and High School Students and
Young Traffic Offenders

PROJECT CHARACTERISTICS

Think First School Assembly Program was developed as a school based education program for adolescents, and is intended to increase knowledge about causes of injury. Students are, or soon will be, young adults responsible for their own decisions and actions. Think First for Kids Curriculum Program focuses on shaping safety behavior at an early age.

Young Traffic Offender Program was created as an example of a new, more focused injury prevention intervention. A young person must be under the age of 23 and have been ticketed for a traffic-related offense. As a condition of their probation, the young traffic offender is sentenced to spend a day (7 hours) attending the Young Traffic Offenders Program. Attendance is mandatory, and failure to comply is deemed a criminal offense. Think First for Kids focuses on shaping safety behavior at an early age. This injury prevention curriculum includes a video, posters, comic strips, and easy-to-use teacher's manual. It was developed to increase awareness and knowledge among children 6-8 years of age (grades 1-3) about the risk of brain and spinal cord injury and to promote the use of good safety habits.

PROBLEM IDENTIFICATION

In the State of Missouri during 1999, there were 1,094 persons killed and 78,317 injured in traffic crashes. Of all 1999 Missouri traffic crashes, 31.6% involved one or more drivers under the age of 21. Of all fatal Missouri traffic crashes, 24.5% involved a young driver. Young drivers account for only 10.3% of all licensed drivers in the State of Missouri and continue to be significantly over represented in their involvement in Missouri traffic crashes. The traffic safety issues associated with young drivers are complex. Practical solutions combining a number of educational programs must be utilized for this hard-to-reach target group.

GOALS AND OBJECTIVES

Goal: To reduce the number and severity of traffic crashes involving adult and young drivers by increasing awareness of traumatic head and spinal cord injuries among those at greatest risk, and by providing ways to prevent these injuries from happening.

Objectives:

- Young Traffic Offender Program—To change the behaviors of adolescent drivers whose unsafe driving habits are a primary contributor to death and permanent disability (none-use of safety belts, driving under the influence of alcohol or other drugs, and speeding.)
- School Assembly Program and the THINK FIRST For KIDS Curriculum Program—To give students a good reason to change unsafe behaviors/attitudes that may result in a serious injury to themselves or others.

STRATEGIES & ACTIVITIES

- Young Traffic Offender Program - THINK FIRST of Greater Kansas City will conduct 30 Young Traffic Offender Programs by September 30, 2001.
- School Assembly Program - THINK FIRST of Greater Kansas City will conduct at least 120 educational presentations on traffic safety issues in Missouri schools by September 30, 2001.
- THINK FIRST For KIDS Curriculum Program - THINK FIRST of Greater Kansas City will distribute at least 10 THINK FIRST for KIDS curriculums and provide teachers with training and assistance upon request.

RESULTS

- Young Traffic Offender Program—30 programs were held between October 1, 2000 and September 30th, 2001. Each participant was provided with a 7-hour visit and informative talk in each department that would be mandatory for them if they were to come into to a trauma center as a victim of a motor vehicle crash or caused an injury to someone other than themselves through a traffic-related crash. Fifteen of the anatomy portions of the program were offered by a Rehabilitation physician resident and 15 by the Program Coordinator. Providing this 15-minute segment added education of brain and spinal cord anatomy to the participants. The Program Coordinator continued serving on the Missouri Health and Adolescent Task Force attending the quarterly meetings as a member of the injury prevention component. The Young Traffic Offenders Program met its goals by:
 - 1) providing the participants with a stronger focus and better understanding of the scientific operation of their own brain and spinal cord to increase the impact of the information provided by the medical staff in each department (the essays reflected a greater understanding of the consequences of unsafe driving habits)
 - 2) establishing additional YTOP programs to reach a greater number of participants throughout the year.
- School Assembly Program—Reached 11,826 students through 261 school based presentations between October 1, 2000 and September 30th, 2001, increasing the rural program base. The Program Coordinator presented safety materials and information at 5 Safety Fairs, 2 rotary club meetings, 3 Parent-Teacher organizations and 2 safety belt checkpoints. The Program Coordinator and 2 Think First speakers made presentations at 3 Docudramas in High Schools in the Greater Kansas City area before prom. The Think First Coordinator aired safety belt PSA's in partnership with the Kansas City Chiefs National Football League at two television stations. Five KC Chiefs football players spoke on behalf of seatbelt safety at 7 local high schools for the Think First program. Think First speakers joined the local soccer team, the Kansas City Attack as guest speakers at the "School is a Kick" program, 26 times to promote seat belt safety.
- THINK FIRST For KIDS Curriculum Program—Thirteen Think First for Kids curriculums, have been distributed. A strong link in the community has been established by means of two prominent sports teams that will reach an even greater number of adults and their families with the safety prevention message (e.g., wearing a safety belt). In addition, recognition of "Think First Buckle Up" is in place through the use of television airtime, large screen promotions, banners and posters located at the Kansas City Chiefs stadium entrances.

Think First has far exceeded its goals for 2000-2001. Think First has reached additional schools and targeted several rural areas.

Contact MDHS Program Coordinator:
Tempe Humphrey @ 1-800-800-2358
Funds expended: \$78,957.45 (402YA)

**TITLE OF PROJECT: PARENT GUIDE FOR YOUNG DRIVERS
PROJECT NUMBER: 01-YA-03-6**

PROGRAM AREA

Alcohol

JURISDICTION SIZE

Over 100,000 drivers with driving permits

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Parents/Guardians of Young Drivers

PROJECT CHARACTERISTICS

The Division of Highway Safety, with the cooperation of Central Missouri State University and a publishing company, produced a guide to assist parents/caregivers in the task of teaching their teen to drive. This guide assists adults in providing quality instruction for their teen by setting up a series of lessons to follow in providing basic driver training. Each lesson has objectives and tasks that the teen will need to accomplish before moving on to the next module.

The art of driving courteously and safely is a lifetime-learned skill. It is the adults' challenge to provide the best basic training that will shape their young driver's skills. This guide will enable the young driver to enter the driving population in a more positive manner.

PROBLEM IDENTIFICATION

A young driver's inexperience combined with extreme risk taking has tragic consequences. Young drivers are substantially over-involved in traffic crashes. In 1999, Missouri's young drivers accounted for only 10.3% of all licensed drivers; however this same age group made up 31.6% of all traffic crashes.

One of the top priorities of the Missouri Division of Highway Safety was to address the needs of parents or other caregivers teaching their teen to drive. Under ideal conditions Missouri schools would provide driver education for all students. Unfortunately, this is not the case. In most circumstances it is the parents/caregivers, not the schools, who are teaching teens to drive.

GOALS AND OBJECTIVES

To make a Parent Guide for Young Drivers available to any and all parents/guardians teaching their young drivers the skills of driving.

STRATEGIES & ACTIVITIES

- Order guides from the publishing company.
- Drop-ship Guides directly to the Missouri Department of Revenue, the Missouri State Highway Patrol and the Missouri Division of Highway Safety for distribution.

RESULTS

50,000 guides were distributed statewide through the local Department of Revenue Field Offices, Missouri State Highway Patrol Driver Examination Stations and the Division of Highway Safety.

**TITLE: YOUTH PREVENTION & AWARENESS—MDHS MEMO
PROJECT NUMBER: 01-YA-03-7**

PROGRAM AREA

Youth Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban & Rural

TARGETED POPULATION(S)

Young Drivers, 15-20 Years-of-Age

PROJECT CHARACTERISTICS

This memo project supports statewide youth programs and activities.

PROBLEM IDENTIFICATION

A young driver's inexperience combined with extreme risk taking has tragic consequences. Young drivers are substantially over-involved in traffic crashes. In 1999, Missouri's young drivers accounted for 10.3% of all licensed drivers, however this same age group made up 31.6% of all traffic crashes.

RESULTS

- Youth incentive items—CD cases, zippered notebooks & stadium cups were ordered and distributed statewide to schools and communities at Team Spirit Reunion, youth conferences, Team Spirit Conferences, Project Graduation & Project Prom, and other youth activities statewide.
- Conferences—Staff travel and conference registration costs were provided to support youth activities.
- TREND—MDHS provided a traffic safety speaker and assisted with meal cost during this conference.
- Missouri Peer Helpers Association—MDHS assisted this association by providing a traffic safety speaker honorarium. MDHS also exhibited during this conference.
- Team Spirit Reunion—The Team Spirit Reunion is an opportunity for Highway Safety to educate and motivate teams of students and advisors that have attended a Team Spirit Leadership Training Conference. To date, more than 90 schools have been trained. During this two-day event, students hear motivational speakers, attend workshops and were invited by MADD to go to the Capitol and visit with legislators. Governor Bob Holden and National MADD President Millie Webb honored the teams during a proclamation ceremony. 197 students and advisors, representing more than 20 schools attended this two-day event.

**TITLE OF PROJECT: DWI ENFORCEMENT—MALDEN
PROJECT NUMBER: 01-J7-03-1**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

TYPE OF JURISDICTION

Rural

TARGETED POPULATION

All drivers

PROJECT CHARACTERISTICS

This project was to be a saturation overtime enforcement project. The project was never begun.

PROBLEM IDENTIFICATION

GOALS AND OBJECTIVES

STRATEGIES & ACTIVITIES

RESULTS

Contact MDHS Program Coordinator:
Mike Breckle @ 1-800-800-2358
Funds Expended: \$0 (410)

**TITLE OF PROJECT: SOBRIETY CHECKPOINTS—SENECA
PROJECT NUMBER: 01-J7-03-2**

PROGRAM AREA

JURISDICTION SIZE

Alcohol

TYPE OF JURISDICTION

TARGETED POPULATION

Rural

PROJECT CHARACTERISTICS

This project was to provide overtime enforcement funding for sobriety checkpoints. The project was never begun.

PROBLEM IDENTIFICATION

GOALS AND OBJECTIVES

STRATEGIES & ACTIVITIES

RESULTS

Contact MDHS Program Coordinator:
Mary Johnson @ 1-800-800-2358
Funds Expended: \$0 (410)

**TITLE OF PROJECT: SFST TRAINING & DWI CRASH INVESTIGATION—
MISSOURI SOUTHERN STATE COLLEGE
PROJECT NUMBER: 01-J7-03-3**

PROGRAM AREA

Alcohol

JURISDICTION SIZE

Southwest Missouri

TYPE OF JURISDICTION

Rural

TARGETED POPULATION

Drinking Drivers

PROJECT CHARACTERISTICS

There is a high commitment by area Law Enforcement administrators to see that their officers receive needed training to deal with drinking drivers. The project allowed Missouri Southern to provide additional training to those small agencies that would not be able to send their officers away for training.

PROBLEM IDENTIFICATION

The project was set up to provide training to law enforcement officers in Southwest Missouri. Training was provided in various locations to make it easier for officers to attend. Without this regional training most of these officers would not be able to receive this valuable training. Limited budgets for travel and overtime would have prohibited their attending.

GOALS AND OBJECTIVES

1. To make the training available to smaller agencies.
2. To ensure that more officers have an opportunity to attend.
3. To aid smaller agencies with there traffic issues.
4. Ensure that it is quality training.

STRATEGIES & ACTIVITIES

- Set up training in off site locations.
- Encourage attendance by the maximum number of officers.

RESULTS

- Officers from over 30 different jurisdictions received training.
- Over 80 officers were enrolled to receive training. (Heavy snowfall limited attendance at two of the training sessions.)
- Evaluations that were filled out by students indicated that the training was of high quality and would be very beneficial to their job.
- Unofficial evaluations from area law enforcement administrators indicate that the training was of high quality and that it would be of great benefit to the area communities.

**TITLE OF PROJECT: TRAFFIC TRAINING FOR LAW ENFORCEMENT—MO WESTERN
PROJECT NUMBER: 01-J7-03-4****PROGRAM AREA**

Alcohol

JURISDICTION SIZE

38 Local Law Enforcement Agencies

TYPE OF JURISDICTION

Urban and Rural

TARGETED POPULATION(S)

Law Enforcement officers in the Northwest Missouri Region

PROJECT CHARACTERISTICS

This project provided funding through the Missouri Western State College Regional Law Enforcement Academy for training classes for police officers in the northwest Missouri region. The following training classes were conducted during this project: Standardized Field Sobriety Testing; Recognizing the Drug Impaired Driver; and Vehicle Search and Seizure for Traffic Stops.

PROBLEM IDENTIFICATION

Police administrators in the region have to deal with very limited training budgets and relatively long distances to training facilities. Also, many current officers have not been formally trained in many of the latest traffic enforcement techniques and legal issues. In addition, the police community recognizes that better training for the officers in traffic enforcement methods relates to reduced fatalities and crashes.

GOALS AND OBJECTIVES

- 1) To offer traffic enforcement training to the law enforcement officers of the northwest Missouri region.
- 2) To train a minimum of eighty (80) officers.
- 3) To provide training that would satisfy the officers mandatory P.O.S.T. Continuing Education requirements.
- 4) To provide this training at no cost to the officers or their agencies.

STRATEGIES & ACTIVITIES

- 1) To advertise the training sessions to all police agencies in the region.
- 2) To provide the training and all necessary materials.

RESULTS

A total of 94 officers were trained, representing 38 different police agencies. These officers were awarded 914 P.O.S.T certified continuing education hours:

- Recognizing the Drug Impaired Driver, November 6, 2000, 17 officers, 102 P.O.S.T. hours
- Search and Seizures on Traffic Stops, December 14, 2000, 13 officers, 104 P.O.S.T. hours
- Standardized Field Sobriety Testing, January 22-24, 2001, 13 officers, 312 P.O.S.T. hours
- Search and Seizure on Traffic Stops, March 8, 2001, 25 officers, 2000 P.O.S.T. hours
- Recognizing the Drug Impaired Driver, May 25, 2001, 6 officers, 36 P.O.S.T. hours
- Search and Seizure on Traffic Stops, September 26, 2001, 20 officers, 160 P.O.S.T. hours

Contact MDHS Program Coordinator:
Mike Breckle @ 1-800-800-2358
Funds Expended: \$6,800 (410)

**TITLE OF PROJECT: ALCOHOL SAFETY AWARENESS & PREVENTION (A.S.A.P.)—
DIVISION OF LIQUOR CONTROL
PROJECT NUMBER: 01-J7-03-5**

PROGRAM AREA

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION (S)

Minors under the age of 21

PROJECT CHARACTERISTICS

A.S.A.P. is designed to reduce the number of minors attempting to purchase alcoholic beverages. By initiating partnerships with the Division of Highway Safety, local community groups, schools, law enforcement, and county prosecutors the State Division of Liquor Control is able to achieve this objective. A.S.A.P. is designed to target high-risk events in the community and saturate the area with public awareness information, education programs, and enforcement efforts. The partners assist the division in determining the location and times of the A.S.A.P. saturation. The Division's six enforcement districts pre-select communities within their areas that have demonstrated persistent problems with underage drinking. Those events can range from St. Pat's Day, 4th of July celebrations, Proms, and starting/endings of college semesters.

PROBLEM IDENTIFICATION

Underage drinking drivers continue to present a major problem within the state. Missouri statistics for 1999 indicate that while young drivers (under 21) account for only 10.3% of all licensed drivers, they were involved in 31.6% of all crashes and 24.5% of all fatal crashes. These minors access alcohol on a regular basis, but this illegal activity is heightened during high-risk events where drinking is prevalent.

GOALS AND OBJECTIVES

Goal: To reduce the number of minors attempting purchase or possessing alcoholic beverages within the target areas, thereby also reducing the number of minors drinking and driving.

Objectives:

1. To increase retailer compliance with alcohol beverage laws, specifically sales to minors
2. To expand community awareness on issues of underage drinking

STRATEGIES & ACTIVITIES

The Division establishes A.S.A.P.'s (Alcohol Safety Awareness Programs) in selected communities that incorporate education through Server Training and enforcement by utilizing Badges in Business in the retail establishments and Party Patrol during high-risk events. Once an area is selected to conduct an A.S.A.P. the Division sends a mailing to all licensees and a news release to local media within the targeted area. This mailing announces the time and place of the Server Training. Those who attend are provided information on their responsibilities as alcohol servers, how to detect false ID's, and additional information concerning activities to expect during the target event. Division agents and local law enforcement partner to conduct Badges in Business and Party Patrol. Badges in Business allow Liquor agents the opportunity to work with retail establishments in preventing and deterring underage alcohol sales. Party Patrol increases awareness by increasing visibility.

RESULTS

- 24 A.S.A.P. saturations were conducted in 20 communities
- Division's website was upgraded to be more interactive and more links were added
- Training was provided for 1,914 individuals during 55 Server Training meetings
- 794 minors were arrested for attempt to purchase and/or possession during A.S.A.P. saturations
- 592 Badges in Business and Party Patrols were conducted.

Contact MDHS Program Coordinator:
Mary Johnson @ 1-800-800-2358
Funds Expended: \$117.681.94 (410)

**TITLE OF PROJECT: DWI CONFERENCE & TRAFFIC COURT BENCH GUIDE—
OFFICE OF STATE COURTS ADMINISTRATOR (OSCA)
PROJECT NUMBER: 01-J7-03-6**

PROGRAM AREA

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

State Courts

TARGETED POPULATION(S)

Judges, Clerks, Prosecutors, Law Enforcement

PROJECT CHARACTERISTICS

This project provided funding for a two-day DWI Conference to provide education and information to judges, prosecutors, public defenders, juvenile officers, and court clerks.

In addition the project offset some of the cost of editing, printing and distributing the Traffic Court Bench Guide.

PROBLEM IDENTIFICATION

There have been a significant number of legislative changes to the traffic laws of the State of Missouri and, in particular, DWI laws. This, combined with a significant turnover of personnel in the courts, has led to a need for additional training and easy-reference documents to maintain the flow of traffic cases through the courts.

GOALS AND OBJECTIVES

The goal of this project was to provide education and resources to the justice system concerning traffic laws, mandatory reporting requirements and penalties for traffic offenses

STRATEGIES & ACTIVITIES

- A Two-day DWI Conference was held and provided education to the judges, clerks, juvenile officers, prosecutors and public defenders concerning changes in DWI laws and additional changes that were anticipated during the recent legislative session.
- A Traffic Court Bench Guide was edited and printed by a committee of Associate Circuit Court Judges, Department of Revenue, and OSCA. The book has been distributed to all Associate Circuit Courts that hear traffic cases, to prosecutors and public defenders. Additional requests continue and additional copies are mailed on a weekly basis.

RESULTS

The Missouri Judicial system is better equipped to handle a large caseload in an equitable, fair and efficient manner.

Contact MDHS Program Coordinator:
Mary Johnson @ 1-800-800-2358
Funds Expended: \$13,410.71 (410)

**TITLE OF PROJECT: TRIAL DESKBOOK FOR PROSECUTORS—DOR
PROJECT NUMBER: 01-J7-03-7****PROGRAM AREA**

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Missouri Courts, Law Enforcement and other state agencies

TARGETED POPULATION(S)

Prosecutors, Missouri Courts and Law Enforcement

PROJECT CHARACTERISTICS

This project provided Missouri Courts, Prosecutors, Law Enforcement and other agencies a quicker access to the new criminal and administrative laws and procedures, when trying or referencing Department of Revenue driver license suspension/revocation cases.

PROBLEM IDENTIFICATION

Law enforcement, judges and prosecutors were finding it difficult to keep abreast of new laws—both criminal and administrative—and procedures relating to the prosecution or removal of the driver license. Funding was insufficient in order to subpoena expert witnesses for trial de novo's of license suspension. These expert witnesses are needed in order to improve the success rates on these cases.

GOALS AND OBJECTIVES

To ensure that those enforcing Missouri's intoxicated driving laws and those prosecuting/adjudicating these laws have the best resources available to assist them toward positive outcomes in DWI convictions

STRATEGIES & ACTIVITIES

- To provide high quality, accurate training for law enforcement, judges, and prosecutors
- To provide funds to subpoena expert witnesses who can aid in improving the success rates on trial de novo's of license suspensions.

RESULTS

The Department of Revenue participated in statewide DWI Conference for judges, prosecutors and court personnel conducted at the Lake of the Ozarks on April 26-27, 2001.

Presentations were made by staff attorneys concerning Graduated Driver Licensing, Legislation, and commonly asked questions

Statewide training was conducted for law enforcement at six Highway Patrol troops during August and September 2001.

Training was provided by Department of Revenue staff for municipal court clerks, MADD, the Missouri Bar, and numerous local law enforcement agencies when requested.

Produced a bimonthly newsletter and revised the Trial Deskbook.

Provided training for staff attorneys on BAC, DWI, and Traffic Law.

Revised the Trial Deskbook (this revision was successful; law enforcement, judges, and prosecutors found the information provided very useful and handy).

Communication has improved and the project helped to improve enforcement of Missouri's DWI laws.

**TITLE OF PROJECT: DWI ADVOCACY TRAINING—MISSOURI OFFICE
OF PROSECUTION SERVICES (MOPS)
PROJECT NUMBER: 01-J7-03-8**

PROGRAM AREA

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Prosecutors and Law Enforcement Officers

PROJECT CHARACTERISTICS

This project funded the DWI and Vehicular Homicide training program for prosecutors and law enforcement officers in Missouri. The DWI/Vehicular Homicide Conference addresses updates in the areas of investigation, prosecution and legal updates for law enforcement officers and prosecutors. Areas of interest include toxicology, accident reconstruction, Department of Health Rules and Regulations, and updates on administrative and legal issues, investigation and prosecution.

PROBLEM IDENTIFICATION

Specific and technical training is necessary when prosecuting certain cases, specifically vehicular homicide cases. Also, from talking to prosecutors, it had become evident that until this point, there has been little or no training in the state that brought prosecutors and law enforcement officers together for training on the technical aspects of prosecuting an impaired driver. Increased training for prosecuting attorneys and their staff on the technical aspects of impaired driving, with the inclusion of law enforcement officials and Department of Revenue attorneys in the training, enhanced the communication level in the various jurisdictions.

GOALS AND OBJECTIVES

To increase the number of successful investigations and prosecutions of DWI/Vehicular Homicide cases in Missouri by providing the DWI/Vehicular Homicide Seminar for prosecutors and law enforcement officials.

STRATEGIES & ACTIVITIES

- Host the DWI/Vehicular Homicide Seminar at the Lake of the Ozarks, March 15-16, 2001.
- Invite prosecutors, law enforcement officers, and Department of Revenue personnel.
- Offer 12 hours of POST credit for law enforcement personnel and 16.2 hours of MCLE credit for attorneys.
- Utilize seminar speakers who are renowned experts in their respective fields and are able to address both law enforcement and prosecutors and hold the interest of both.
- Fund expenses of three out-of-state speakers and other in-state speakers through project funds; pay other expenses through registration fees.

RESULTS

Over 120 prosecutors, law enforcement officials, related officials and faculty participated in this program. Written evaluations were conducted on the program and submitted to the Division of Highway Safety. The program received excellent evaluations (the organization and administration of the seminar was rated excellent and neither the speakers nor content of the program received a single unfavorable evaluation). Students were encouraged to incorporate learned techniques in their jurisdictions. Approximately 60 jurisdictions as well as statewide officials were represented at the DWI/Vehicular Homicide conference. There tends to be high turnover in handling DUI cases in prosecutors' offices and there is always high turnover with law enforcement, therefore it is important to encourage attendance by these jurisdictions.

Because Missouri is a decentralized state, there is no way to measure the number of successful investigations and prosecutions of DWI/Vehicular homicide cases in the state prior to and after the training. There is no centralized database at this time for this information and it is not possible for the MOPS office of access this information and require submission of this information by either prosecutors or law enforcement officers.

**TITLE OF PROJECT: SOBRIETY CHECKPOINT SUPERVISOR PROGRAM—CMSU
PROJECT NUMBER: 01-J7-03-9**

PROGRAM AREA

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban and Rural

TARGETED POPULATION(S)

Municipal, County & State Law Enforcement

PROJECT CHARACTERISTICS

The Missouri Safety Center conducted Sobriety Checkpoint Supervisor courses that consisted of Legal Issues, Operational Design, Officer Safety, SFST & DWI Detection, Effective use of the Media, and when possible, viewing and participating in an actual checkpoint conducted by the host agency. The two courses provided the state with up to 60/70 new Sobriety Checkpoint Supervisors for local and state enforcement agencies.

PROBLEM IDENTIFICATION

Alcohol-related crashes play a large roll in the total number of fatalities and injuries sustained in Missouri each year. Sobriety checkpoints—when operated safely, efficiently, and within the parameters of the law—have been an effective deterrent to impaired driving. It is absolutely essential, however, that the checkpoint Supervisors receive appropriate training that has been accepted by the Missouri Supreme Court.

GOALS AND OBJECTIVES

To provide effective training and education for at least 60 new Sobriety Checkpoint Supervisors for state and local law enforcement agencies.

STRATEGIES & ACTIVITIES

- Advance information as to the availability of the courses was distributed to all targeted law enforcement agencies including the agencies under contract for the newly funded checkpoints with the Missouri Division of Highway Safety
- Record number of students signed up for the courses
- Jefferson County Sheriff's Department conducted demo checkpoints in adverse weather.

RESULTS

The Missouri Safety Center conducted both courses, which were completed in the first and second quarters. Each course included conducting a "hands-on" sobriety checkpoint by the host law enforcement department. Seventy officers from 23 separate agencies and 8 Highway Patrol Troops obtained certification from this program.

Contact MDHS Program Coordinator:
Mary Johnson @ 1-800-800-2358
Funds Expended: \$22,615 (410)

**TITLE OF PROJECT: SFST INSTRUCTOR & BASIC COURSES—CMSU
PROJECT NUMBER: 01-J7-03-10**

PROGRAM AREA

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban & Rural

TARGETED POPULATION

Local P.O.S.T. Academies

Local/State Law Enforcement Agencies

PROJECT CHARACTERISTICS

The Missouri Safety Center conducted a two-phase program. First, the Center conducted at least one SFST Instructor Certification course utilizing the NHTSA curriculum. This program targeted local P.O.S.T. academies, and local/state law enforcement agencies. The second phase of the program was for the Center to conduct up to five Basic SFST Instruction Courses (as needed) regionally in the state. Again, this training was accomplished by utilizing the NHSTA training curriculum. All basic courses had 20 hours of instruction.

PROBLEM IDENTIFICATION

Local POST academies and local/state agencies needed extensive instructor training in order to maintain a base of local trainers to conduct the basic SFST training at the local/state levels. Additionally, local/state law enforcement officers needed training in Basic SFST courses.

GOALS AND OBJECTIVES

Goal: To establish as wide a base as possible of officers Certified to administer Standard Field Sobriety Testing
Objectives:

1. To provide Instructor Certification at the 32-hour level to departments, academies, and approved P.O.S.T. providers
2. To provide basic 20-hour instructional programs on a regional basis for up to 60 field officers

STRATEGIES & ACTIVITIES

- Secure instructors
- Set dates for courses and secure sites
- Publicize courses
- Offer courses and evaluate training efforts

RESULTS

A total of 117 officers were trained—36 instructors were Certified and 81 officers received training in Basic Courses.

Contact MDHS Program Coordinator:
Mary Johnson @ 1-800-800-2358
Funds Expended: \$30,024 (410)

**TITLE OF PROJECT: GOVERNOR'S COMMISSION ON DWI & IMPAIRED DRIVING—
MDHS
PROJECT NUMBER: 01-J7-03-11**

PROGRAM AREA

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban & Rural

TARGETED POPULATION(S)

Drinking Drivers

PROJECT CHARACTERISTICS

The Governor's Commission reviews and makes recommendations to the Governor, to the General Assembly, and to agencies of state government and reports annually to the Governor on its activities. This project supports the costs associated with the meetings and report development (e.g., travel, meals, printing, postage).

PROBLEM IDENTIFICATION

Impaired driving continues to be the most frequently committed violent crime in America. Recent studies have shown that three in ten people will become involved in an alcohol-related motor vehicle crash in their lifetimes. In 2000, 261 people lost their lives and 6,290 were injured on Missouri roadways as a result of impaired driving. Additionally, the 21-34 and the 15-21 year-old age groups continue to be over-represented in alcohol-related crashes, deaths, and injuries. To put the problem in perspective, someone in Missouri dies or is injured in an alcohol-related crash every 1.3 hours.

GOALS AND OBJECTIVES

The Governor's Commission on DWI and Impaired Driving, through partnerships with local community leaders, state and local public officials and Missouri citizens, attempts to address the problems associated with drinking and driving.

STRATEGIES & ACTIVITIES

- Recommend changes, if any, that are needed to state statutes, relating to DWI and impaired driving that will be effective in reducing traffic crashes associated therewith;
- Recommend measures which will assist law enforcement and the judiciary to most effectively enforce Missouri's DWI laws;
- Recommend measures to help citizens develop a clear understanding of the DWI laws of Missouri and the judicial system as it relates to these laws;
- Review and identify current DWI prevention strategies in place statewide;
- Assure there is a coordinated effort by networking with all highway safety advocate groups throughout the State of Missouri; and
- Recommend policies, rules/regulations, and laws/actions that the Commission believes would be effective in reducing DWI and impaired driving.

RESULTS

Because of the untimely death of Governor Mel Carnahan and the resultant change in Governor, the resignation of several commissioners, and the appointment of a different Chairman, the Governor's Commission on DWI and Impaired Driving met only once in FY 2001.

Contact MDHS Program Coordinator:
Mary Johnson@ 1-800-800-2358
Funds Expended: \$329.92 (410)

**TITLE OF PROJECT: 410 ALCOHOL PROGRAM COORDINATION—MDHS
PROJECT NUMBER: 01-J7-03-12****PROGRAM AREA**

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban and Rural

TARGETED POPULATION(S)

All Individuals traveling on Missouri's roadways

PROJECT CHARACTERISTICS

This in-house memo project provides funding to hire MDHS staff to administer activities within the Section 410 Alcohol Incentive Grant program area (including travel and training).

PROBLEM IDENTIFICATION

Without adequate staff who are appropriately trained, the Division of Highway Safety will be ill-equipped to administer a statewide Highway Safety Plan that has the ability to impact traffic crashes in Missouri.

GOALS AND OBJECTIVES

To assure that projects within this program area are properly developed, administered, monitored, and evaluated.

STRATEGIES & ACTIVITIES

- Assign program staff to program area
- Train program staff as needed
- Evaluate work annually

RESULTS

MDHS personnel are assigned to various program areas. Most personnel are specialists in one or two fields. Program staff were responsible for developing and negotiating contracts, assessing budgetary needs, monitoring projects, evaluating activities, and both presenting and receiving training.

Contact MDHS Program Coordinator:
Lisa Baker @ 1-800-800-2358
Funds Expended: \$98,541.73 (410)

**TITLE OF PROJECT: IGNITION INTERLOCK TRAINING TAPES—MDHS
PROJECT NUMBER: 01-J7-03-13****PROGRAM AREA**

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban and Rural

TARGETED POPULATION(S)

Law Enforcement and Courts

PROJECT CHARACTERISTICS

This project would have provided funding to produce training tapes addressing issues relevant to ignition interlock devices. Law enforcement and courts could utilize the tapes to help them more clearly understand complexities of these devices. This project never materialized due to time constraints in producing the tapes.

PROBLEM IDENTIFICATION**GOALS AND OBJECTIVES****STRATEGIES & ACTIVITIES****RESULTS**

Contact MDHS Program Coordinator:
Mary Johnson @ 1-800-800-2358
Funds Expended: -\$0- (410)

**TITLE OF PROJECT: DRUG RECOGNITION EVALUATION RECERTIFICATION
PROGRAM—MDHS
PROJECT NUMBER: 01-J7-03-14**

PROGRAM AREA

Alcohol

JURISDICTION SIZE

Unlimited

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION

Traffic Law Enforcement Officers

PROJECT CHARACTERISTICS

This in-house memo project provides for the assistance to train and recertify Drug Recognition Experts.

PROBLEM IDENTIFICATION

It is crucial that the Drug Recognition Experts in Missouri continue to expand their knowledge and expertise concerning recognition of impaired drivers. This project helps provide the resources necessary to keep Law Enforcement Officers in Missouri informed of the changes in impaired driving.

GOALS AND OBJECTIVES

Assure that Missouri Law Enforcement officers receive state-of-the-art training in order that they may effectively and efficiently enforce the traffic laws of Missouri.

STRATEGIES & ACTIVITIES

Provide a variety of updated information to Drug Recognition Expert Officers.

RESULTS

The Missouri Division of Highway Safety:

- Sponsored a DRE Recertification class in July 2001 with 52 officers present
- Purchased training supplies needed for the DRE students
- Provided manuals for DRE instructors
- Provided funding to bring in an instructor for the recertification class

Contact MDHS Program Coordinator:
Mary Johnson @ 1-800-800-2358
Funds Expended: \$4,663.61 (410)

**TITLE OF PROJECT: ANNUAL COURTS CONFERENCE—MDHS
PROJECT NUMBER: 01-J7-03-15****PROGRAM AREA**

Alcohol

JURISDICTION SIZE

316

TYPE OF JURISDICTION

Urban & Rural

TARGETED POPULATION(S)

Municipal & Associate Circuit Judges & Prosecutors

PROJECT CHARACTERISTICS

This in-house memo project provides funding to sponsor the luncheon at the joint conference of the Missouri Municipal & Associate Circuit Judges' Association (MMACJA) and the Missouri Association for Court Administration (MACA). The conference luncheon provides a forum for the Division of Highway Safety to keynote a speaker on a "hot" traffic safety topic.

PROBLEM IDENTIFICATION

Of the many target groups the Division of Highway Safety attempts to reach, the judiciary is one of the most difficult. Their schedules—which involve court dockets and many other commitments—make it extremely cumbersome for them to find the time to attend scheduled traffic safety training programs. It makes better sense to reach them during their annual conference by bringing the message to them.

GOALS AND OBJECTIVES

To increase judges' and prosecutors' knowledge and understanding of a relevant traffic safety topic

STRATEGIES & ACTIVITIES

- Determine topic and speaker

RESULTS

Provided lunch for approximately 400 judges and clerks at the Municipal & Associate Circuit Judges luncheon where Attorney General Jay Nixon gave a presentation on .08 BAC.

Contact MDHS Program Coordinator:
Mary Johnson @ 1-800-800-2358
Funds Expended: \$12,183.84 (410)

**TITLE OF PROJECT: DWI SATURATION—MSHP
PROJECT NUMBER: 01-J7-03-16**

PROGRAM AREA

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban & Rural

TARGETED POPULATION

Drinking Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding for the Missouri State Highway Patrol to conduct DWI saturation enforcement in the rural areas of high alcohol related crash counties for a three-year period. A DWI saturation consisted of four officers who have historically been effective in locating and arresting intoxicated drivers working in conjunction with local troopers and law enforcement agencies.

All officers working the special saturation take calls only on an emergency basis and are dedicated to removing intoxicated drivers from the highways. The operation was conducted during periods that the Statewide Traffic Accident Reporting System indicated were high crash days and locations in the targeted rural areas.

PROBLEM IDENTIFICATION

Of all 1999 Missouri traffic crashes 4.6% were drinking related. However, of all fatal traffic crashes 20.9% were drinking related. A total of 217 persons were killed and 6,283 were injured in 8,381 drinking-related traffic crashes. In 1999, one person was killed or injured in drinking related traffic crashes every 1.3 hours in the State of Missouri. The 1999 statistics indicate that 60.0% of all alcohol related traffic crashes occurred on Friday, Saturday or early Sunday and 65.2% occurred between 7:00 P.M. and 2:59 A.M. Additionally, 54.2% of all the 1999 alcohol-related crashes occurred in rural areas.

The rural counties of Platte, Jefferson, Franklin, Cole, Jasper, Taney, Boone, and Cape Girardeau, are identified as being high alcohol related crash counties in their respective troop areas (Troops A, C, D, E, and F). Most of the remaining counties with high alcohol related crash areas are located in metropolitan areas or have large cities with resources to combat this problem.

GOALS AND OBJECTIVES

Goal: A reduction of 2% of the persons injured in alcohol-related crashes in the selected counties during the periods of saturation enforcement.

Objectives:

1. Heighten awareness regarding alcohol related motor vehicle crashes and reduce driving while intoxicated violations in the specified areas through media coverage and concentrations of officers in marked patrol cars in these areas.
2. Increase DWI citations issued during saturations, by taking enforcement actions on all DWI violations detected or observed. Additionally, the total number of drivers arrested for DWI will be maintained and compared to the corresponding period of the previous years.

STRATEGIES & ACTIVITIES

Each MSHP officer will work three, 12-hour shifts (including travel time)—accumulating 12 hours of overtime per week to be paid from the grant. The overtime rate fluctuates with each officer depending on years of service and rank. In order to budget the cost of the salaries, one sergeant or corporal and three troopers were projected for each saturation including cost of meals for each officer assigned.

RESULTS

See Attachment C

Contact MDHS Program Coordinator:
Mary Johnson @ 1-800-800-2358
Funds Expended: \$89,181.92 (410)

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-J7-03-16

Year: 2001

Agency Name: Missouri State Highway Patrol

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests				356		
Speeding Violations				1090		
HMV Violations				536		
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>				1982		
Seat Belt Violations				751		
Child Restraint Violations				40		
Number of Traffic Stops				3741		
Number of Hours Worked				2543		

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal _____ Injury_____ Property Damage

Reporting Officer's Name Bruce T. Clemonds Jr.

**TITLE OF PROJECT: CASE MANAGEMENT—MISSOURI OFFICE
OF PROSECUTION SERVICES (MOPS)
PROJECT NUMBER: 01-J7-03-17**

PROGRAM AREA

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION

Prosecutors

PROJECT CHARACTERISTICS

This project funded a Prosecutor's guidebook to Misdemeanor Case Management with an emphasis on DUI and traffic offenses. Information was gained from the following sources: 3 Prosecutors from small, medium and metropolitan Prosecutor's offices; the Executive Director of the Missouri Office of Prosecution Services; a survey instrument conducted of Missouri prosecutor's offices; visits to prosecutor offices in 3 other states; on-site visits of 4 Missouri prosecutor's offices; and focus group meetings with Missouri Prosecutors. A number of factors were considered in developing the guide that affected the ability of prosecutors to manage their caseloads. They included the size of the prosecutor's offices, local court and prosecution environments, differences among state statutes and prosecution policies.

PROBLEM IDENTIFICATION

Nationwide, traffic and misdemeanor cases constitute the largest proportion in prosecutors' offices. Although they theoretically follow a simpler adjudication and disposition process than felony cases, their sheer volume creates manpower and management problems that most frequently result in the inefficient or ineffective prosecutions.

Little attention has been given to the effective management of lower courts except in so far as they are the intake points for felony cases. Yet at the NY prosecutors Training Institute held in August 1999, the major prosecution management priority was the lower courts and dealing with the high volume of traffic offenses and moving violations in these courts. There is a major discrepancy between the goals of law enforcement with respect to emphasizing traffic and highway safety and the real effects of prosecution. As a result, the priority given by law enforcement to promote compliance with traffic laws, increase highway safety, and deter illegal and dangerous behavior is not generally mirrored by prosecution and the courts.

The high volume of cases and their low priority relative to felony cases works against appropriate sanctioning and treatment. When moving violations are dismissed because arresting police officers are not in court, when cases are dismissed because they were not set on the calendar for over a year, when prosecution policies and priorities about misdemeanor and traffic cases are inconsistent, the basic law enforcement goals of prevention and deterrence are subverted.

GOALS AND OBJECTIVES

This project coordinated a merger of the Division of Highway Safety and NHTSA's interest in promoting traffic safety and in improving adjudication, and the local prosecutor's interest in delivering quality prosecutorial services efficiently and effectively. This project was the first time that an extensive study of prosecutor methods in the areas of management and traffic safety cases has been done with concrete suggestions to prosecutors to better manage these cases. The goals of the project were:

- 1) To increase public safety by giving appropriate attention and priority to misdemeanor cases and obtaining just and equitable dispositions.
- 2) To insure the equitable distribution of justice in misdemeanor courts through the adoption of uniform policies and guidelines.
- 3) To promote efficient case processing for misdemeanors and traffic offenses through management and operational procedures that support efficient and effective prosecution.
- 4) To introduce cost benefits to law enforcement agencies, prosecutors and the courts.
- 5) To provide state prosecution agencies with training materials addressing misdemeanor case management and a "train the trainer" capability.
- 6) To develop products that will be useful nationwide.

STRATEGIES & ACTIVITIES

- A contract was established with the Jefferson Institute for Justice Studies, a non-profit, independent subcontractor having extensive experience in this area.
- A working advisory group of 3 Missouri prosecutors and the Executive Director of the Missouri Office of Prosecution Services was formed. The advisory group was made up of the Randolph county prosecutor (small office), the St. Charles county prosecutor (medium office), and the St. Louis County prosecutor (large office). This group initially met with the subcontractor to explain the Missouri court system and laws.
- A baseline survey of Missouri prosecutors was developed and disseminated. A response rate of 55 Missouri offices was received – with a representative response rate from each size office.
- The advisory group and consultant team visited the following prosecutor's offices out of state to observe and assess variations in misdemeanor case management and the issues that they created for prosecutors with respect to the misdemeanor caseload: Pinellas County, FA; Polk County, FA; Howard County, MD; Montgomery County, MD; and El Paso County, CO. Following each visit, the group submitted notes and findings to the subcontractor.
- The subcontractors visited the following Missouri County prosecutors' offices: Buchanan County, Jackson County, Clinton County, and Ray County.
- The advisory committee, subcontractors and other staff held a meeting to synthesize the knowledge accumulated during the course of the project and to outline the scope and content of the guidebook. A focus group with Missouri prosecutors was held to obtain their reaction to the major issues identified and to incorporate their interpretations of the importance of these issues into the final report.
- Drafts of the guidebook were submitted to participants for comment, and a final draft was submitted.

RESULT

A final guidebook was developed and will be placed in a Microsoft Publisher format for easy reading. This guidebook will be disseminated to all Missouri Prosecutors and will be available on the Jefferson Institute for Justice Studies on their website.

The guidebook is divided into three parts:

- Part I. Contains a self-assessment questionnaire that is designed to help prosecutors start thinking about misdemeanor cases, predominantly traffic safety cases, their priorities for prosecution, the misdemeanor environment and the efficiency of the office in handling these cases. A diagnosis is presented at the conclusion of the self-assessment to assist prosecutors in identifying areas of interest.
- Part II. Presents the major topics such as controlling intake, managing misdemeanor prosecutions and managing resources.
- Part III. Provides a working document for prosecutors to assess potential actions to better manage their misdemeanor, traffic safety cases.

**TITLE OF PROJECT: BLOOD ALCOHOL TESTING SYMPOSIUM—CMSU & MDHS MEMO
PROJECT NUMBER: 01-J7-03-18 & 01-J7-03-19****PROGRAM AREA**

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Local, County and State Officials

PROJECT CHARACTERISTICS

This project provided an opportunity to bring together local, county and state officials with other parties who bear the responsibility for collecting blood alcohol samples and reporting test results. This was accomplished in a symposium where presentations and work sessions were held. A report was printed and disseminated to all participants.

PROBLEM IDENTIFICATION

Under RSMO 58.445, Missouri requires alcohol and drug testing by coroners and medical examiners within 8 hours of a fatal motor vehicle or watercraft crash. Since the law requires this reporting, but establishes no statutory repercussions if it is not complied with, there exists a need for obtaining compliance at the local level to allow for accurate statewide reporting.

GOALS AND OBJECTIVES

Investigate strategies to increase the percentage of BAC testing of drivers involved in fatal motor vehicle crashes.

STRATEGIES & ACTIVITIES

- Determine date and location for seminar
- Contact speakers and develop agenda
- Record work session notes
- Develop final report

RESULTS

The Symposium was held in Jefferson City on April 18, 2001, and was attended by 52 local, county, state and federal officials. As a result of their work, 11 recommendations were published as potential strategies to improve the rate of BAC testing in Missouri.

1. Identify a method to resolve current 9-month backlog of obtaining BAC test results from the Highway Patrol;
2. Develop methodologies to deal with noncompliant coroners (may require legislation establishing punitive action for failure to follow the mandated statutes);
3. Develop methodologies to resolve testing issues with healthcare facilities (may require mandatory reporting to law enforcement officers, coroners and/or medical examiners by healthcare professional in alcohol or other drug-related crashes);
4. Improve training for coroners and medical examiners;
5. Develop a reporting form for BWI crashes (Water Patrol and Coroners' & Medical Examiners' Association);
6. Expand the current BAC Test Collection Kit to include a smaller needle.
7. Work toward obtaining parity between DWI and BWI laws;
8. Expand the membership of the Governor's Commission on DWI and Impaired Driving to include a member of the Missouri State Water Patrol;
9. Expand paramedics' role to include drawing blood on fatal crash victims;
10. Provide incentives for counties that have 100% FARS reporting; and
11. Continue to improve communication and coordination between affected groups by hosting additional symposiums to help identify and resolve barriers to improve the rate of testing.

**TITLE OF PROJECT: BAC SIMULATORS—MSHP
PROJECT NUMBER: 01-157AL-03-1**

PROGRAM AREA

Alcohol (157)

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban & Rural

TARGETED POPULATION

Drinking Drivers

PROJECT CHARACTERISTICS

This project would have provided funding to purchase 80 BAC Simulators for the State Highway Patrol. Due to problems in developing bid specifications, no activity occurred.

PROBLEM IDENTIFICATION

GOALS AND OBJECTIVES

STRATEGIES & ACTIVITIES

RESULTS

Contact MDHS Program Coordinator:
Lisa Baker @ 1-800-800-2358
Funds Expended: - \$0 - (157)

**TITLE OF PROJECT: GLOBAL POSITIONING UNITS—MSHP
PROJECT NUMBER: 01-157AL-03-2**

PROGRAM AREA

Alcohol (157)

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban & Rural

TARGETED POPULATION

Drinking Drivers

PROJECT CHARACTERISTICS

This project provided funding to purchase 750 Global Positioning Units for the State Highway Patrol to be used for logging location of alcohol-related crashes.

PROBLEM IDENTIFICATION

Of all fatal crashes occurring in Missouri in 2000, 22.9% were drinking related; a total of 261 persons were killed and 6,290 were injured in drinking-related traffic crashes. Without adequate equipment, time that should be spent on prevention, detection, and enforcement of DWI is, instead, spent on handling administrative tasks.

Unfortunately, however, funding is not available within the state budget to outfit all 750 troopers with the equipment needed to expedite this process.

GOALS AND OBJECTIVES

To place one Global Positioning Unit in each vehicle operated by a road Trooper

STRATEGIES & ACTIVITIES

- Define bid specifications
- Obtain equipment bids
- Purchase equipment

RESULTS

All 750 units were purchased

**TITLE OF PROJECT: ELECTRONIC COMMUNICATION/COMPUTER—DOR
PROJECT NUMBER: 01-157PT-02-6**

PROGRAM AREA(S)

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Missouri Courts, Law Enforcement and other state agencies

TARGETED POPULATION(S)

Missouri Courts and Law Enforcement

PROJECT CHARACTERISTICS

This project upgraded the current computer system in order to provide Missouri Courts, Law Enforcement and other state agencies and customers quicker access to alcohol-related and other traffic violation information.

PROBLEM IDENTIFICATION

Court Administrators need specific information about DWI offenders for prosecutors and judges to evaluate the record prior to imposing a final sentence. Currently, this information is accessed through paper records. Substance Abuse Traffic Offenders Program (SATOP) counselors are required to conduct assessments of the DWI offender prior to determining the level of treatment required. This system requires them to rely on paper driving records or attempts to call the Driver and Vehicle Services Bureau if they have to immediately place the offender in an alcohol treatment program. If they are unable to obtain the information quickly, they are faced with making a treatment decision without the offender's entire past alcohol and driving history (such as blood alcohol content levels, etc.).

GOALS AND OBJECTIVES

To upgrade the current system applications and provide quicker access to alcohol-related and other traffic information

STRATEGIES & ACTIVITIES

The Division of Motor Vehicle and Drivers Licensing will implement a system which allows information about alcohol offenders to be shared electronically.

RESULTS

The Division of Motor Vehicle and Drivers Licensing purchased and installed 40 new Gateway personal computers and eight printers. This allowed the Division to provide email access for SATOP counselors to forward requests for blood alcohol content levels. On October 1, 2001, the Division expanded electronic communications even further by providing email access for court clerks and judges to forward inquiries regarding conviction data.

Contact MDHS Program Coordinator:
Mike Breckle @ 1-800-800-2358
Funds Expended: \$101,490.04 (157)

**TITLE OF PROJECT: DWI TRACKING SYSTEM
JOINT APPLICATION DEVELOPMENT PROJECT—DOR
PROJECT NUMBER: 01-154-AL-1**

PROGRAM AREA(S)

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Missouri Courts, Local and State Law Enforcement Agencies and other State Agencies

TARGETED POPULATION(S)

Missouri Courts, Law Enforcement and other State Agencies

PROJECT CHARACTERISTICS

The State of Missouri has several "islands" of arrest and conviction data, but no "bridges" exist to connect them or to combine them in a way which would permit the aggregation of statewide statistics to quantify the drunk driving problem. Similarly, there is no means to merge them to perform tracking of citations which would allow the identification of problems such as non-reporting and delayed reporting of (alcohol-related) court convictions.

PROBLEM IDENTIFICATION

There is no way to adequately determine the extent of the DWI problem in the state as there is no way to retrieve consistent arrest and conviction information from each data system. The problem will exist until automated reporting is possible and one report will fulfill the requirements for both the Department of Revenue and Highway Patrol Systems.

GOALS AND OBJECTIVES

Goal: To develop an initiative that combines all arrest and conviction data systems into one statewide tracking system

Objectives:

- To explore the feasibility of implementing a capability to quantify DWI arrests statewide, to record their associated BAC levels, to determine the status of the arrest filed, to determine the extent of plea bargaining by comparing the original offense with the conviction, and to provide a better means to monitor delayed and unreported convictions.
- To gather information about current processing related to DWI traffic incidents
- To provide the linkages necessary to merge various data sources to support highway safety analyses
- To upgrade all systems involved to interface with others

STRATEGIES & ACTIVITIES

Two facilitated sessions were held and attended by key department personnel to define the project and project approach. The facilitation documented the initial diagrams of the information flows related to traffic incidents involving alcohol.

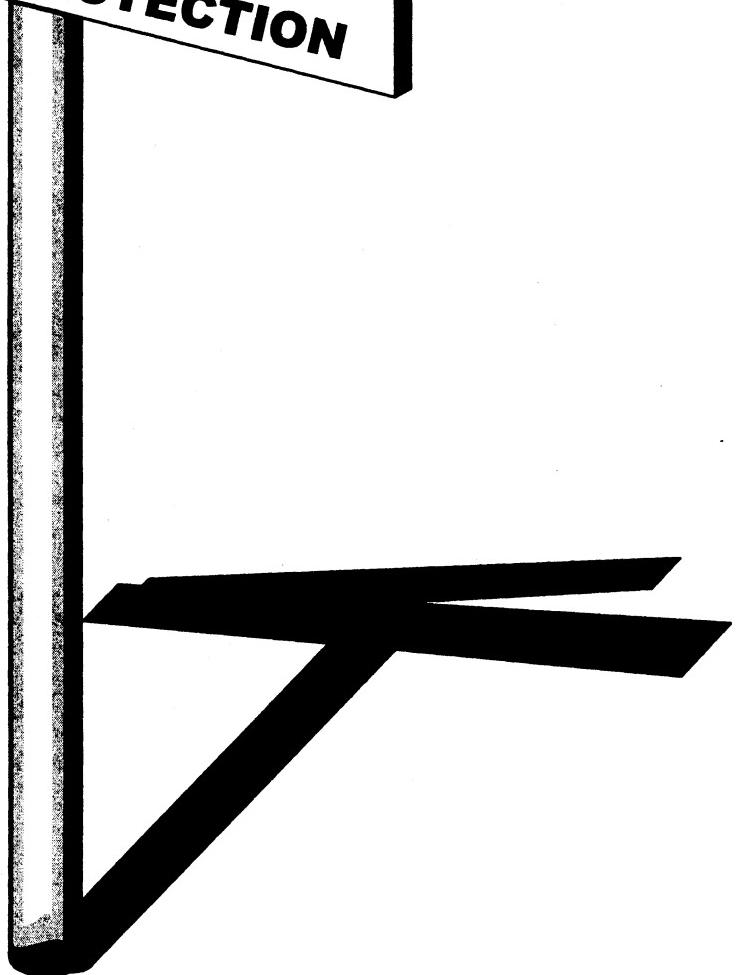
RESULTS

Project was initiated successfully and results are ongoing.

III

2001 Annual Report

**OCCUPANT
PROTECTION**



OCCUPANT PROTECTION

It is well recognized that one of the best forms of protection from death and injury when traveling in a motor vehicle is seat belts and child safety seats. In Missouri the usage rate for seat belts was 67.92% in 2000 up from the previous year when it was less than 61%, but still lower than the national average. Misuse of child safety seats is conservatively figured in the upper 80 percentile. This program area addressed means to encourage people to wear their seat belts (**every time** they are riding in a vehicle) and also to educate parents/ caregivers on the proper installation and use of child safety seats.

In addition to funding activities in this program area with Regular 402 funds, the Division received 157 and 405 incentive funds to support education and enforcement efforts. Some activities are also identified within the Public Information and Education program area.

SECTION 157 INNOVATIVE GRANT and SECTION 405 INCENTIVE GRANTS FOR ENHANCED OCCUPANT PROTECTION INITIATIVES

Missouri applied for and received these two grants, which allow the state to enhance current countermeasure efforts. Enforcement plays a key role in the public's perception of the risk of arrest—if they see the laws are being enforced, they will hopefully drive in a safer manner. Activities supported from these grant funds capitalize on that. With the tight budgets that law enforcement agencies continue to operate from, it was decided that a statewide Special Traffic Enforcement Program (sTEP) approach would facilitate a coordinated effort. This approach could expand the success of Operation ABC efforts and send a clear message that the law requires seat belt use—no exceptions, no excuses. It was also decided that a strong media campaign, coupled with law enforcement efforts, would have a greater impact.

Another component was training. In order to effectively determine misuse of child safety seats, and correct that misuse, a statewide base of certified technicians must be trained.

BENCHMARKS

Established	Result
Establish a baseline seat belt usage rate for Missouri that is recognized by NHTSA	Missouri's seat belt survey methodology was approved by NHTSA & survey was completed in September 2001
Increase seat belt use rate to 65%	Usage rate increased to 67.92%
Produce materials that educate the public on the importance of wearing seat belts and the importance of primary enforcement laws	Radio and billboard campaigns were developed; media releases were held prior to and following statewide STEP waves;
Establish a base of certified trainers to teach proper installation of child safety seats	A statewide base of trainers is available and more are continually being certified

Strategies

Identified	Implemented
Conduct NHTSA-approved statewide seat belt surveys annually in September	Completed by Missouri Safety Center at CMSU
Establish child safety seat loaner programs	MSHP program established for needy families
Conduct child safety seat training programs	Programs were offered statewide
Conduct seat belt checkpoints and educational programs through local law enforcement agencies, Safe Communities, THINK 1 ST and safety organizations	Educational and enforcement activities were accomplished through law enforcement projects; Safe Communities and SAFE Kids hosted checkpoints; MDHS provided educational presentations and exhibits at conferences, safety fairs, etc.

**TITLE OF PROJECT: OCCUPANT PROTECTION PROGRAM COORDINATION—MDHS
PROJECT NUMBER: 01-OP-05-1****PROGRAM AREA**

Occupant Protection

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban and Rural

TARGETED POPULATION(S)

All Individuals traveling on Missouri's roadways

PROJECT CHARACTERISTICS

This in-house memo project provides funding to hire MDHS staff to administer activities within the program area (including travel and training).

PROBLEM IDENTIFICATION

Without adequate staff who are appropriately trained, the Division of Highway Safety will be ill-equipped to administer a statewide Highway Safety Plan that has the ability to impact traffic crashes in Missouri.

GOALS AND OBJECTIVES

To assure that projects within this program area are properly developed, administered, monitored, and evaluated.

STRATEGIES & ACTIVITIES

1. Assign program staff to program area
2. Train program staff as needed
3. Evaluate work annually

RESULTS

MDHS personnel are assigned to various program areas. Most personnel are specialists in one or two fields. Program staff were responsible for developing and negotiating contracts, assessing budgetary needs, monitoring projects, evaluating activities, and both presenting and receiving training.

**TITLE OF PROJECT: PUBLIC INFORMATION AND EDUCATION—MDHS
PROJECT NUMBER: 01-J2-05-1****PROGRAM AREA**

405 Occupant Protection Incentive

JURISDICTION SIZE

Approximately 4,375,000 (70% of current estimated population)

TYPE OF JURISDICTION

Urban & Rural - Statewide

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

This in-house memo project provided funding for costs associated with producing a safety belt awareness campaign and hosting Standardized Child Passenger Safety training. Costs included production and posting of campaign public service announcements (billboard and radio), training materials and travel.

PROBLEM IDENTIFICATION

The 2000 seat belt usage rate in Missouri was surveyed at 67.72%. Although this rate increased substantially over 1999 (60.82%), it is still below the national average. In addition, Missouri's misuse rate for child safety seats continues to be estimated at above 80%.

GOALS AND OBJECTIVES

1. Heighten public awareness regarding the importance of wearing seat belts in an effort to increase voluntary compliance.
2. Increase the base of certified Child Passenger Safety Technicians and Instructors in an effort to increase the correct use rate for child safety seats.

STRATEGIES & ACTIVITIES

- Develop radio and billboard campaign
- Schedule training programs

RESULTSTraining

One Child Passenger Safety training course was held on October 9-12, 2000 in Springfield, Missouri. Nine additional technicians and one new instructor were trained.

Public Awareness

Radio messages were produced and aired on the following schedule:

June 18-23, 2001	15 spots
July 2-14, 2001	33 spots
July 23-28, 2001	15 spots
August 13-Sept 22, 2001	90 spots

All messages aired between 6 a.m. and 7 p.m. To ensure that youth and minority populations were reached, additional airtime was purchased in the Kansas City, St. Louis and Columbia areas.

**TITLE OF PROJECT: SELECTIVE TRAFFIC ENFORCEMENT PROGRAM—CMSU
PROJECT NUMBER: 01-J2-05-2****PROGRAM AREA**

405 Occupant Protection Incentive (Carryover)

JURISDICTION SIZE

Approximately 4,375,000 (70% of current estimated population)

TYPE OF JURISDICTION

Urban & Rural—Statewide

TARGETED POPULATION

All Drivers

PROJECT CHARACTERISTICS

To provide funding for overtime enforcement of hazardous moving violations within the twenty counties identified as representing 70% of the population of Missouri. Funding provided to recognized law enforcement agencies whose jurisdiction is included in the targeted population center. All activity was documented with a pre study of seat belt usage and a post study of the usage after the enforcement activities were conducted.

PROBLEM IDENTIFICATION

Driving skills have deteriorated over the past few years among a large percentage of the population. This is due to many factors including lack of structured educational programs to teach new drivers, higher speeds, and the increase in aggressive driving, to name a few. Traditional forms of education and public information alone have not yielded much success in getting a larger portion of the population to obey the traffic laws of the state (including use of seat belts by drivers and passengers).

GOALS AND OBJECTIVES

Goal: To modify driver behavior to be more conscious of driving safely and obeying Missouri traffic laws.

Objectives:

- Involve local enforcement agencies (from the targeted 20 counties) in conducting a specialized enforcement campaign during the specified time period;
- Conduct local usage and compliance studies to determine the success rates; and
- Assess the combined enforcement activities to determine if they work best when done singularly or as a part of a combined enforcement effort.

STRATEGIES & ACTIVITIES

Contract with local enforcement agencies in the 20 counties to conduct – during a specific period of time – saturation enforcement of hazardous moving violations along with seat belt and child safety seat violations.

RESULTS

The overtime enforcement activities were conducted during the week of September 5-11, 2001. Thirty-six of the 52 contracted agencies actually conducted activities. The main reason for non-participation was manpower due to increased enforcement as it related to the national terrorism efforts. Following is data from the 36 participating agencies:

A total of 2,638 traffic stops were made using 202 officers for a total of 1601.8 hours.

Hazardous Moving Violations

15 DWI arrests
7 Following too close
182 Stop sign violations
45 Electronic signal violations
11 Failure to yield
9 C & I
928 Speed Violations
226 other HMV

Non-HMV Violations

1,020 Seat Belt
50 Child Restraint
758 Other

Contact MDHS Program Coordinator:

Jackie Allen @ 1-800-800-2358

Funds Expended: \$39,425.68 (405)

**TITLE OF PROJECT: OCCUPANT RESTRAINT OVERTIME—KANSAS CITY PD
PROJECT NUMBER: 01-157PT-02-1****PROGRAM AREA**

Police Traffic Services

JURISDICTION SIZE

Kansas City—Population 435,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All drivers

PROJECT CHARACTERISTICS

This project provided overtime funding for officers to conduct demonstrations of the department's "Rollover" simulation vehicle to give a visual display of the affects of a rollover traffic crash on unrestrained occupants. This project was educational and promoted seat belt and child restraint device usage.

PROBLEM IDENTIFICATION

During the year of 1999, Kansas City ranked first in the state of Missouri in fatal and personal injury motor vehicle crashes by reporting 6,511 fatality and injury crashes. Fifty of the fatality crashes involved persons not properly restrained by a seat belt or a child passenger restraint system.

GOALS AND OBJECTIVES

To provide an educational demonstration to the public on the value of using occupant restraint devices.

STRATEGIES & ACTIVITIES

To provide 24 four-hour demonstrations by conducting simulation rollover crashes with the department's "Rollover" vehicle. These demonstrations will target various locations throughout the city to include schools, businesses, and community events.

RESULTS

The scheduled 24 events were conducted throughout the project year. A total of 264.5 hours were utilized to contact approximately 202,720 people. Approximately 35 child safety seat inspections were performed while providing the demonstrations.

Contact MDHS Program Coordinator:
Randy Silvey @ 1-800-800-2358
Funds Expended: \$33,819.25 (157)

**TITLE OF PROJECT: OCCUPANT PROTECTION ENFORCEMENT—PLEASANT HILL
PROJECT NUMBER: 01-157PT-02-02****PROGRAM AREA**

Police Traffic Services

JURISDICTION SIZE

Pleasant Hill—Population 6,000

TYPE OF JURISDICTION

Rural

TARGETED POPULATION(S)

All drivers

PROJECT CHARACTERISTICS

This project provides overtime funding for enforcement and education directed at school age drivers.

PROBLEM IDENTIFICATION

The City of Pleasant Hill continues to have an increase in injury crashes. Drivers and passengers of those vehicles involved in injury crashes could reduce the numbers of injuries by utilizing restraint devices.

GOALS AND OBJECTIVES

To reduce the number of persons injured in traffic crashes, especially school age drivers.

STRATEGIES & ACTIVITIES

The Pleasant Hill Police Department will conduct occupant protection checkpoints at selected areas in and around high crash locations and high school locations.

RESULTS

School age drivers were specifically targeted during this project year. Spot checks and high visibility projects were conducted resulting in an average compliance rate of 74% by young drivers.

**TITLE OF PROJECT: OCCUPANT RESTRAINT—ST. LOUIS COUNTY
PROJECT NUMBER: 01-157PT-02-03**

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

St. Louis County—Population 366,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION

High School Students

PROJECT CHARACTERISTICS

This project provided overtime funding to conduct one-hour seatbelt surveys at the exits of various high schools within St. Louis County. School Resource Officers were also to increase student awareness through interaction and distribution of educational materials. Media releases were made in an effort to raise public awareness.

PROBLEM IDENTIFICATION

There were 2,801 traffic crashes in unincorporated St. Louis County in 1999 caused by young drivers and 766 of these resulted in personal injuries. St. Louis County ranked 1st in the statewide traffic crash statistics in 1999 for accidents caused by young drivers.

GOALS AND OBJECTIVES

The goal of this project was to reduce the number of injuries resulting from traffic crashes in unincorporated St. Louis County caused by school-aged drivers not utilizing proper safety restraint devices. The targeted reduction rate of injuries is 10%.

STRATEGIES & ACTIVITIES

School Resource Officers conducted seat belt surveys of their student population at the following schools: Afton, Bayless, Hancock, Hazelwood Central, Hazelwood East, Lafayette, Lindbergh, Mehlville, Oakville, Parkway North, Riverview Gardens, Rockwood Summit and Valley Park. The officers also communicated the importance of wearing seat belts to the students during normal day-to-day operations. They attempted several times to obtain brochures from the Division of Highway Safety to distribute to the students, but unfortunately they were not available.

RESULTS

The Department conducted several surveys at the 13 schools identified above between December and May. There were 10 schools that experienced increases in seat belt use during this period. The greatest increase was Bayless High School that had a 24% use rate in December and a 90% use rate in May. Unfortunately, between October 2000 and June 2001 there were 594 traffic crashes in unincorporated St. Louis County caused by young drivers that resulted in personal injury. Statistics were not yet available for July through September 2001. During the same period in 1999 there were only 570 such crashes in unincorporated St. Louis County. This represents a 4% increase that does not meet their goal of a 10% reduction.

**TITLE OF PROJECT: HMV/DWI ENFORCEMENT & OCCUPANT PROTECTION—
LEE'S SUMMIT
PROJECT NUMBERS: 01-PT-02-60 & 01-157PT-02-04**

PROGRAM AREA(S)

Police Traffic Services

JURISDICTION SIZE

Lee's Summit—Population 70,372

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All Drivers, Drinking Drivers

PROJECT CHARACTERISTICS

This project provides overtime funding to enforce HMV violations along M-291, between Mulberry Road and US 50 Highway, which has seen an increase amount of traffic volume and crashes. Funding is also provided to conduct DWI Saturation Patrol during this period. Additional funds are provided to conduct child safety seat inspections/installations and safety checkpoints.

PROBLEM IDENTIFICATION

Lee's Summit had 443 crashes on M-291 (between Mulberry and US 50) during Oct 99-Sept 00. During this same period, there were 40 drinking involved crashes in Lee's Summit and 376 alcohol-related arrests.

GOALS AND OBJECTIVES

- 1) Reduce the number of crashes along this M-291 corridor by 15% with increased enforcement.
- 2) Reduce alcohol-related crashes by 20% with increase DWI enforcement effort.
- 3) Increase driving impaired and alcohol-related arrests.
- 4) Conduct 4 child safety seat inspections/installations

STRATEGIES & ACTIVITIES

- Officers will patrol the M-291 corridor during various peak times, as assigned.
- Three officers will work together in an effort to enforce red light violations at key intersections along the same M-291 corridor.
- Officers will be assigned to DWI saturation patrol in 4 hour shifts between 2200 hrs and 0300 hrs on Thursdays, Fridays, or Saturdays.
- Conduct child safety seat inspections/installations.
- News releases during this period as to the enforcement effort, results, etc.

RESULTS

- Crashes along M-291 slightly increased from the previous year (only by 15 crashes). In view of the increased level of traffic, this was still considered a success. The number of crashes for this grant period of Oct 00-Sept 01 was 458 (the previous year period, Oct 99-Sept 00 was 443).
- Alcohol-related crashes increased from 40 to 45 during this period. However, the number of arrests increased from 376 (10/99-9/00) to 458 (10/00-9/01)—an increase of 82 arrests over the previous year.
- One child safety inspection/installation was conducted; 40 cars were checked; 53 child safety seats were installed or inspected.
- Several press releases were sent out with the objective of making all drivers aware of the enforcement effort on M-291 and alcohol-related driving issues.

Although the number of crashes did not decrease, taking into account the increase in traffic volume, the increases were very marginal. In checking the statistics for the number of crashes during the previous grant year period, which was Oct 99-Sept 00, there were 3 fatal, 397 injury, and 1515 property damage, for a total of 1915 crashes. During this current grant year of Oct 00-Sept 01, there were 0 fatal, 378 injury, and 1614 property damage for a total of 1992 crashes. Even though the overall total increased, the number of injury crashes declined by 4.7% and fatal crashes decreased by 100%.

Contacted MDHS Program Coordinator:

Randy Silvey @ 1-800-800-2358

Funds Expended: \$18,404.61 402

\$ 1,107.97 157

\$29,512.58

**TITLE OF PROJECT: SAFE COMMUNITIES PROGRAM AND OCCUPANT RESTRAINT
ENFORCEMENT—CAPE GIRARDEAU
PROJECT NUMBER: 01-SA-09-2 & 01-157PT-02-5**

PROGRAM AREA

Safe Communities (402) and
Occupant Protection (157)

JURISDICTION SIZE

Cape Girardeau County—Population 66,314

TYPE OF JURISDICTION

Urban/Rural

TARGETED POPULATION(S)

All Drivers, Elementary & High School Students,
Parents of children in safety seats

PROJECT CHARACTERISTICS

The project provides injury prevention strategies (primarily in the area of traffic safety) to the citizens of Cape Girardeau County in order to reduce death and disability from motor vehicle crashes and other causes of trauma.

The Safe Communities Advisory Committee is made of approximately 25 members. These agencies include representatives from law enforcement, hospitals, schools, businesses, local coalitions, and media. A full-time Coordinator, Assistant Coordinator, and an Advisory Board administer the program. The Advisory Committee meets six times per year, task groups meet on an as-needed basis to develop and implement programs and strategies that address the most serious problems for their targeted age group.

PROBLEM IDENTIFICATION

The leading cause of death of people ages 4-24 are motor vehicle crashes. These deaths are both predictable and preventable and should not be accepted by our society. Motor vehicle crashes are the leading cause of death of Missourians ages 1 through 34. Cape Girardeau ranks among the top cities in Missouri for motor vehicle crash incidents. In 1999 City of Cape Girardeau had a total of 2,081 traffic crashes, with 57 being alcohol related. In addition, a total of 7,229 hazardous moving violations were issued in 1999: 4,810 speeding, 34 careless and imprudent; 205 DWI; and 2,205 issued of other hazardous driving behaviors.

GOALS AND OBJECTIVES

- 1) To enhance Safe Communities program development
- 2) To increase seat belt use to 70%
- 3) To increase bicycle and pedestrian safety education and awareness
- 4) To reduce alcohol related crashes by 10% through public information, education, and enforcement

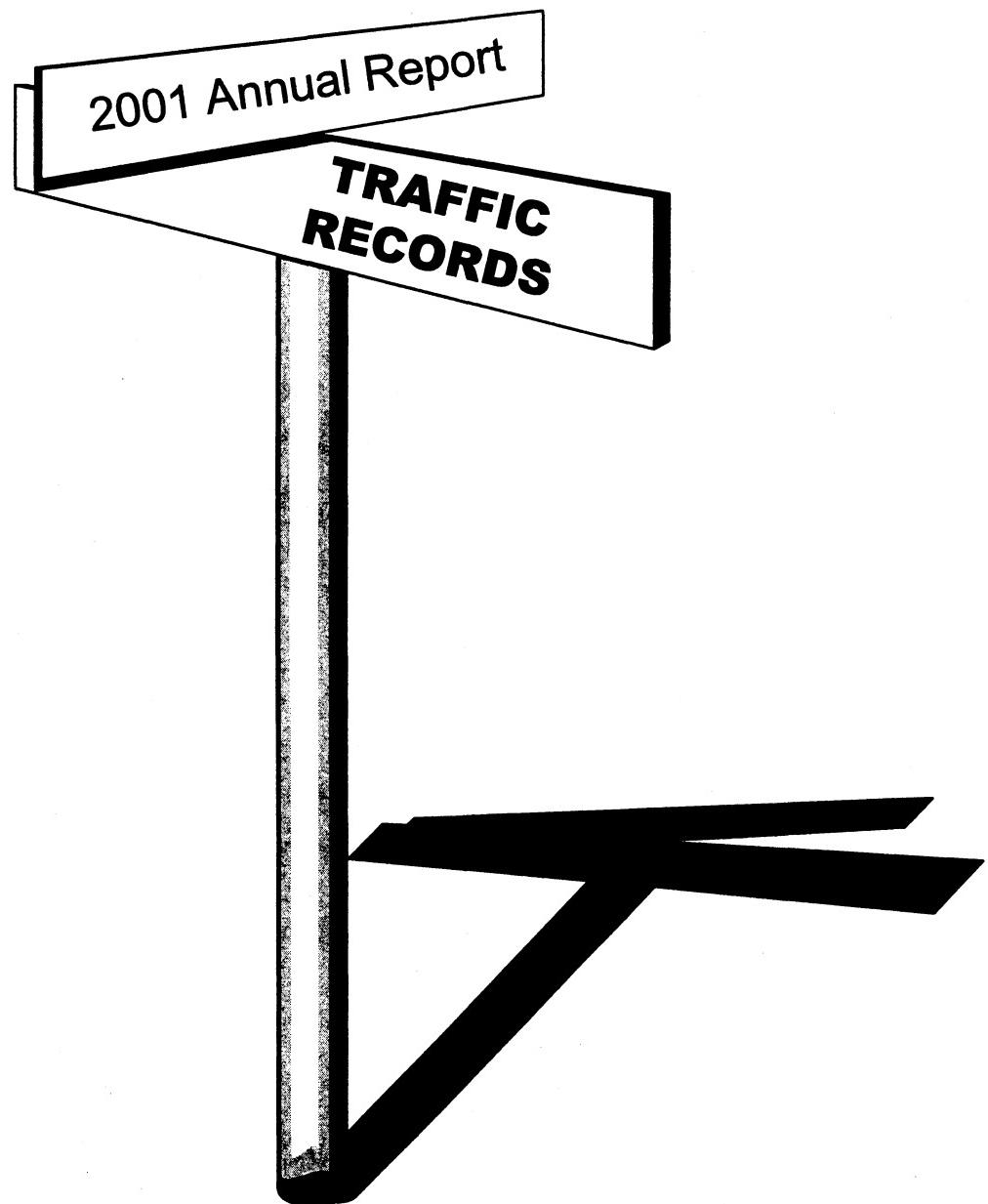
STRATEGIES & ACTIVITIES

- Provide Public Information and Educational programs through:
 - a) Puppet mania Traffic Safety Program
 - b) Safety Village & Safety City Projects
 - c) Bike Smart Bicycle Safety Program
 - d) Think First Heads Up Program
 - e) Buckle Bear & Vince and Larry Crash Test Dummies
 - f) Fatal Vision Goggle Presentations
 - g) DWI Docu Dramas
 - h) Team Spirit DWI Leadership Training for High School Students
 - i) EnCare Traffic Safety Project
 - j) Safe Kids Coalition Child Passenger Safety Programs
- Provide funding for overtime DWI enforcement for weekend patrols
- Provide funding for special speed/occupant protection overtime enforcement
- Provide funding for Sobriety Checkpoints
- Coordinate local MADD involvement

RESULTS

- 68% safety belt usage rate for the City of Cape Girardeau
- 13% decrease in injury related crashes
- Nine high school teams trained through the Team Spirit Leadership Training
- 25 Encare presentations reaching 1,845 students
- Two four day Safety Village programs held
- Bike Smart event with over 70 volunteers and 100 participants involved
- Three eight hour child passenger safety training classes held training 40 Cape Girardeau Firefighters
- Two Child Passenger Safety Technician Certification classes held certifying 20 technicians and three instructors.
- Four Child Passenger Safety Check Up Events held
- Puppetmania Traffic Safety week long program and presentations to 450 Cape Girardeau elementary students
- Buckle Bear and Vince & Larry appearances/presentation for over 2,500 students
- Fatal Vision Goggle Presentations for over 1000 high school students
- 380 bicycle safety helmets distributed through various Safe Communities Programs
- 260 Child Safety Seats distributed through Safe Communities
- DWI overtime patrol held with one officer working either one or two nights per weekend
- Special Speed/Occupant Protection patrols ran during the months of May – September
- Two Sobriety Checkpoints held

Contact MDHS Program Coordinator:
Mary Johnson @ 1-800-800-2358
Funds Expended: \$78,455.81 (402)
\$ 2,110.07 (157)
\$80,565.88



TRAFFIC RECORDS

This program area addressed issues related to tracking traffic records (crashes, citations, etc.). Without adequate reports, it is difficult for local law enforcement agencies and engineering departments to design effective countermeasures to reduce traffic crashes. Agencies must be able to identify high accident locations (HAL) and determine causation factors in a timely manner. None of this can be accomplished without adequate databases that are kept current, are easily accessed, and can be integrated.

In addition to the Regular 402 funds expended in this program area, the 411 Incentive Grant funds were used to supplement

411 INCENTIVE GRANT SAFETY DATA IMPROVEMENT

The State of Missouri is keenly aware of the need for a process that not only identifies problem locations for traffic crashes, but also affords opportunities to use the data for countermeasure development, implementation, and evaluation of those countermeasures. Portions of this process are in place and are beginning to be used quite effectively. Additional portions are present but unable to be linked to other data. The overall goal is to create a data warehouse that contains a linkage of all traffic records databases within the state.

Strategies

Identified	Implemented
Continue to upgrade MOTIS software for local law enforcement agencies and provide software training	Accomplished through project with MO Safety Center at CMSU
Provide training to member of the Statewide Traffic Records Advisory Committee to assist them in improving and upgrading traffic records data systems	Members of the STRAC attended Midwest Traffic Data Conference and the National Traffic Records Forum
Continue redevelopment of STARS database	Analysis of STARS system including reporting needs, plus interface, data conversion & document imaging requirements begun through a project with MSHP & cooperation with MoDOT
Encode backlogged records into the Criminal Records Identification Division at MSHP	Project with MSHP to provide overtime funding to encode all backlogged records
Update CODES database	Project with Department of Health to enter 1999 crash data into the CODES database

**TITLE OF PROJECT: TRAFFIC RECORDS PROGRAM COORDINATION—MDHS
PROJECT NUMBER: 01-TR-06-1****PROGRAM AREA**

Traffic Records

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban and Rural

TARGETED POPULATION(S)

All Individuals traveling on Missouri's roadways

PROJECT CHARACTERISTICS

This in-house memo project provides funding to hire MDHS staff to administer activities within the program area (including travel and training).

PROBLEM IDENTIFICATION

Without adequate staff who are appropriately trained, the Division of Highway Safety will be ill-equipped to administer a statewide Highway Safety Plan that has the ability to impact traffic crashes in Missouri.

GOALS AND OBJECTIVES

To assure that projects within this program area are properly developed, administered, monitored, and evaluated.

STRATEGIES & ACTIVITIES

1. Assign program staff to program area
2. Train program staff as needed
3. Evaluate work annually

RESULTS

MDHS personnel are assigned to various program areas. Most personnel are specialists in one or two fields. Program staff were responsible for developing and negotiating contracts, assessing budgetary needs, monitoring projects, evaluating activities, and both presenting and receiving training.

Contact MDHS Program Coordinator:
Lisa Baker @ 1-800-800-2358
Funds Expended: \$24,534.35 (402)

**TITLE OF PROJECT: MISSOURI TRAFFIC INFORMATION SYSTEM (MOTIS)—CMSU
PROJECT NUMBER: 01-TR-06-2****PROGRAM AREA**

Traffic Records

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban & Rural

TARGETED POPULATION(S)

Local Law Enforcement and Engineering Agencies

PROJECT CHARACTERISTICS

MOTIS is a PC-based software system designed for use by local law enforcement agencies and traffic engineers to assist them in tracking statistical traffic data. Input data is also utilized to generate both general and customized reports concerning enforcement activities and traffic crash occurrences. Data and reports are then used to develop selective enforcement programs within local jurisdictions.

PROBLEM IDENTIFICATION

Most law enforcement agencies and city/county engineering agencies have no local means to track enforcement and crash data except by plot maps or waiting for the STARS reports (which are only produced semi-annually). Most agencies need data to determine areas where problems exist and enforcement action is needed. The same is true with the engineering personnel who may not have knowledge of locations where crashes or traffic issues exist without the benefit of a database to document such activity.

GOALS AND OBJECTIVES

To provide local law enforcement and engineering agencies with a software system that enables them to evaluate data on specific traffic problems, thereby affording them the opportunity to develop countermeasures in enforcement, engineering, and education.

STRATEGIES & ACTIVITIES

Continue the development of the MOTIS software system to meet the changing demands of the local jurisdictions and the state, and to provide it free of charge to local government for implementation at the local level.

RESULTS

Over 120 users exist at the local level with the windows version of the MOTIS software. Systems are in place at the local level to allow for electronic transfer of data. State receiving systems are in place at MoDOT, but currently do not exist at the Highway Patrol. Local users depend on MOTIS for not only selective enforcement and countermeasure development, but grant development and reporting.

Contact MDHS Program Coordinator:
Randy Silvey @ 1-800-800-2358
Funds Expended: \$81,531.60 (402)

**TITLE OF PROJECT: STATEWIDE TRAFFIC ACCIDENT RECORDS SYSTEM—MSHP
PROJECT NUMBER: 01-J9-06-1****PROGRAM AREA**

Traffic Records

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban & Rural

TARGETED POPULATION

All drivers

PROJECT CHARACTERISTICS

This project provides funding for the re-development of the State Traffic Accident Reporting System database.

PROBLEM IDENTIFICATION

The Statewide Traffic Accident Records System (STARS) is maintained by the Missouri State Highway Patrol and manages information about accidents that occur throughout the state. Some of this same accident information is also maintained in the Missouri Department of Transportation's Traffic Management System (TMS) and is currently transferred from MSHP to MoDOT via batch interface. Various types of information stored in the TMS system relate to locations within the travelway system of the state: Pavement, Bridge, Traffic, Safety, Signs, Features, etc.

In 2000, the Traffic Records Committee approved changes to the Missouri Uniform Accident Report that take effect on January 1, 2002. These changes will have significant impact on both the STARS and TMS systems. The MSHP has additional requirements that address a redesign of the STARS system utilizing current technologies. The current STARS system functions in a Mantis / SUPRA environment, and its predecessor is targeted to utilize the COOL:Gen technology with a back-end relational database.

Through cooperative efforts, MoDOT and MSHP have agreed to proceed with an integrated system that would be utilized by both agencies, creating a win-win situation. A Memorandum of Understanding (MOU) between the agencies is being developed. The MOU will outline responsibility and cost breakdowns between the agencies, as well as outline a mode of operation for ongoing support of the system.

The STARS/TMS Integration Project will allow for integration of STARS and TMS data, and eliminate significant duplication of data and processes. As some STARS data are already resident in TMS for accident information, this effort already has a beginning that only needs to be expanded upon. Once the data requirements are defined, a new STARS Entry Module will be created and integrated with TMS. This new module will accommodate all of the functionality of the current STARS system. In addition, the STARS / TMS Integration project will accommodate MSHP application interface requirements and statistical reporting requirements.

GOALS AND OBJECTIVES

To provide analysis and requirements definition for the Accident Entry Module and all associated interfaces, data conversions, and reporting requirements necessary to fully integrate the STARS system into TMS. The result of this work will be a set of deliverables that fully describe the scope of the integration project.

STRATEGIES & ACTIVITIES

1. Perform an analysis of the STARS System
2. Perform an analysis of MSHP reporting needs.
3. Perform an analysis of the interface requirements.
4. Perform an analysis of data conversion requirements.
5. Perform an analysis of document imaging requirements.

RESULTS

The items listed in the strategies have been completed as part of Phases I II of the redevelopment of the STARS database system.

Contact MDHS Program Coordinator:
Randy Silvey @ 1-800-800-2358
Funds Expended: \$213,589.52 (411)

**TITLE OF PROJECT: 411 TRAFFIC RECORDS IMPROVEMENT—MDHS
PROJECT NUMBER: 01-J9-06-2****PROGRAM AREA**

Traffic Records

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban and Rural

TARGETED POPULATION

State Agencies collecting Traffic Records Data

PROJECT CHARACTERISTICS

This project provides funding for the State of Missouri to utilize in the enhancement and improvement of the traffic records data systems.

PROBLEM IDENTIFICATION

The State of Missouri instituted a safety management system in 1992 as part of a statewide plan to improve the traffic records data systems. This process enabled the state to identify program areas that would allow the state to identify goals and objectives to improve the statewide data systems and information sharing. The program areas identified were: 1) Coordinating and Identifying Broad Based Safety Programs; 2) Identifying and Investigating Hazardous Highway Safety Problems; 3) Safety in all Highway Transportation Programs and Projects; 4) Special User Group Needs; and 5) Upgrade and Maintenance of Safety Hardware.

Although various state agencies having a stake in the traffic records data systems have continued to participate in the improvement of these systems, budgetary issues have prevented or delayed updates or improvements needed.

GOALS AND OBJECTIVES

To develop a coordinated statewide traffic records data system that is readily accessible and supplies complete, accurate, and timely traffic information to all users.

STRATEGIES & ACTIVITIES

1. To continue the Statewide Traffic Records Coordinating Committee (STRCC).
2. To improve the automated means of collecting crash data, citation/warning data, injury/fatality data, roadway information, prosecution data, driver/occupant/pedestrian/bicyclist information, and vehicle information.
3. Continue integration of traffic records data with other data systems when appropriate.
4. Provide managers and users of traffic record information with the resources needed.
5. Develop and deploy training programs to enhance the collection, management, dissemination, analysis, and use of traffic records data.

RESULTS

Portions of the 411 funds received were allocated to projects concerning the improvement and upgrade of records data systems. These projects were: CODES data update; crash database system improvement; and update of DWI arrest information. A presentation was made to the members of the STRCC committee outlining the plan to improve Missouri's traffic records data system. This would allow the directors and their representatives to plan administratively and budget-wise for improvements needed by their respective agencies.

Funding was also used to provide training in traffic records data systems for members of the coordinating committee. Three members attended the Midwest Traffic Data Conference in Chicago, IL in December 2000. Five committee members attended the National Traffic Records Forum in New Orleans, LA in August 2001.

Contact MDHS Program Coordinator:
Randy Silvey @ 1-800-800-2358
Funds Expended: \$8,411.43 (411)

**TITLE OF PROJECT: CRIMINAL RECORDS (DWI ARRESTS)—MSHP
PROJECT NUMBER: 01-J9-06-6**

PROGRAM AREA

Traffic Records

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION

Statewide

PROJECT CHARACTERISTICS

This project provided overtime funding for the entry of backlogged DWI arrest information into the Missouri State Highway Patrol's criminal records database.

PROBLEM IDENTIFICATION

The Missouri State Highway Patrol (MSHP) Criminal Records Identification Division maintains a central repository database that contains DWI arrest and alcohol-related traffic offense information for the State of Missouri. Information from this database is utilized by various agencies including criminal justice, state, and private entities. These agencies rely upon the database to be current in order to complete their tasks and functions relative to traffic safety.

Due to manpower and budget considerations, the MSHP Criminal Records Identification Division has encountered a record entry backlog. This has resulted in approximately four to five months of DWI and alcohol-related traffic offense information not being available to end users of the database.

GOALS AND OBJECTIVES

To encode 100% of backlogged data.

STRATEGIES & ACTIVITIES

Part-time and overtime manpower will be used to encode data currently backlogged.

RESULTS

The data that was backlogged has been encoded into the Criminal Records database and is now available to local agencies, state agencies, and other users.

Contact MDHS Program Coordinator:
Randy Silvey @ 1-800-800-2358
Funds Expended: \$13,502.09 (411)

V



SAFE COMMUNITIES

Safety education and awareness must be addressed on a personal, economic and social basis within each and every community in America. In an attempt to pull together a comprehensive approach to safety on a local level, the Safe Community concept was developed at the national level. The Division of Highway Safety helped to support three local Safe Communities this past year: Northern Missouri in Randolph & Macon Counties, Cape Girardeau, and Springfield.

The identified benchmarks and strategies follow. The results and implementation, however, is shown within each Safe Community's annual report.

BENCHMARKS

Established	Result
Enhance overall safe communities program development	Coordinators of local programs received training and utilized information to implement new programs or improve on existing programs
Increase safety belt use to 85%; increase bicycle safety & pedestrian safety awareness programs; increase traffic safety enforcement & education projects to reduce injuries resulting from motor vehicle crashes	68% usage rate in Cape Girardeau; safety awareness programs were continued and expanded upon where possible
Reduce alcohol-related crashes by 10%; provide public information & education; and conduct enhanced selective enforcement to reduce HMV-related crashes	Injury crashes decreased by 13% in Cape Girardeau; Springfield identified a decrease in fatal crashes but an increase in injury crashes

Strategies

Identified	Implemented
Conduct safety belt checkpoints	Springfield conducted 8; 4 in Cape Girardeau
Conduct observational safety belt surveys	Conducted in Cape Girardeau
Conduct public awareness/educational presentations	Many educational presentations were conducted as identified in the projects
Support law enforcement countermeasures to reduce traffic violations	Sobriety Checkpoints, HMV & DWI enforcement projects were conducted by the Springfield & Cape Girardeau and Moberly police departments

**TITLE OF PROJECT: SAFE COMMUNITIES PROGRAM COORDINATION—MDHS
PROJECT NUMBER: 01-SA-09-1****PROGRAM AREA**

Safe Communities

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban and Rural

TARGETED POPULATION(S)

All Individuals traveling on Missouri's roadways

PROJECT CHARACTERISTICS

This in-house memo project provides funding to hire MDHS staff to administer activities within the program area (including travel and training).

PROBLEM IDENTIFICATION

Without adequate staff who are appropriately trained, the Division of Highway Safety will be ill-equipped to administer a statewide Highway Safety Plan that has the ability to impact traffic crashes in Missouri.

GOALS AND OBJECTIVES

To assure that projects within this program area are properly developed, administered, monitored, and evaluated.

STRATEGIES & ACTIVITIES

1. Assign program staff to program area
2. Train program staff as needed
3. Evaluate work annually

RESULTS

MDHS personnel are assigned to various program areas. Most personnel are specialists in one or two fields. Program staff were responsible for developing and negotiating contracts, assessing budgetary needs, monitoring projects, evaluating activities, and both presenting and receiving training.

Contact MDHS Program Coordinator:
Lisa Baker @ 1-800-800-2358
Funds Expended: \$3,479.82 (402)

**TITLE OF PROJECT: SAFE COMMUNITIES PROGRAM AND OCCUPANT RESTRAINT
ENFORCEMENT—CAPE GIRARDEAU
PROJECT NUMBER: 01-SA-09-2 & 01-157PT-02-5**

PROGRAM AREA

Safe Communities (402) and
Occupant Protection (157)

JURISDICTION SIZE

Cape Girardeau County—Population 66,314

TYPE OF JURISDICTION

Urban/Rural

TARGETED POPULATION(S)

All Drivers, Elementary & High School Students,
Parents of children in safety seats

PROJECT CHARACTERISTICS

The project provides injury prevention strategies (primarily in the area of traffic safety) to the citizens of Cape Girardeau County in order to reduce death and disability from motor vehicle crashes and other causes of trauma.

The Safe Communities Advisory Committee is made of approximately 25 members. These agencies include representatives from law enforcement, hospitals, schools, businesses, local coalitions, and media. A full-time Coordinator, Assistant Coordinator, and an Advisory Board administer the program. The Advisory Committee meets six times per year, task groups meet on an as-needed basis to develop and implement programs and strategies that address the most serious problems for their targeted age group.

PROBLEM IDENTIFICATION

The leading cause of death of people ages 4-24 are motor vehicle crashes. These deaths are both predictable and preventable and should not be accepted by our society. Motor vehicle crashes are the leading cause of death of Missourians ages 1 through 34. Cape Girardeau ranks among the top cities in Missouri for motor vehicle crash incidents. In 1999 City of Cape Girardeau had a total of 2,081 traffic crashes, with 57 being alcohol related. In addition, a total of 7,229 hazardous moving violations were issued in 1999: 4,810 speeding, 34 careless and imprudent; 205 DWI; and 2,205 issued of other hazardous driving behaviors.

GOALS AND OBJECTIVES

- 1) To enhance Safe Communities program development
- 2) To increase seat belt use to 70%
- 3) To increase bicycle and pedestrian safety education and awareness
- 4) To reduce alcohol related crashes by 10% through public information, education, and enforcement

STRATEGIES & ACTIVITIES

- Provide Public Information and Educational programs through:
 - a) Puppet mania Traffic Safety Program
 - b) Safety Village & Safety City Projects
 - c) Bike Smart Bicycle Safety Program
 - d) Think First Heads Up Program
 - e) Buckle Bear & Vince and Larry Crash Test Dummies
 - f) Fatal Vision Goggle Presentations
 - g) DWI Docu Dramas
 - h) Team Spirit DWI Leadership Training for High School Students
 - i) EnCare Traffic Safety Project
 - j) Safe Kids Coalition Child Passenger Safety Programs
- Provide funding for overtime DWI enforcement for weekend patrols
- Provide funding for special speed/occupant protection overtime enforcement
- Provide funding for Sobriety Checkpoints
- Coordinate local MADD involvement

RESULTS

- 68% safety belt usage rate for the City of Cape Girardeau
- 13% decrease in injury related crashes
- Nine high school teams trained through the Team Spirit Leadership Training
- 25 Encare presentations reaching 1,845 students
- Two four day Safety Village programs held
- Bike Smart event with over 70 volunteers and 100 participants involved
- Three eight hour child passenger safety training classes held training 40 Cape Girardeau Firefighters
- Two Child Passenger Safety Technician Certification classes held certifying 20 technicians and three instructors.
- Four Child Passenger Safety Check Up Events held
- Puppetmania Traffic Safety week long program and presentations to 450 Cape Girardeau elementary students
- Buckle Bear and Vince & Larry appearances/presentation for over 2,500 students
- Fatal Vision Goggle Presentations for over 1000 high school students
- 380 bicycle safety helmets distributed through various Safe Communities Programs
- 260 Child Safety Seats distributed through Safe Communities
- DWI overtime patrol held with one officer working either one or two nights per weekend
- Special Speed/Occupant Protection patrols ran during the months of May – September
- Two Sobriety Checkpoints held

Contact MDHS Program Coordinator:
Mary Johnson @ 1-800-800-2358
Funds Expended: \$78,455.81 (402)
\$ 2,110.07 (157)
\$80,565.88

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-SA-09-2

Year: 2001

Agency Name: Cape Girardeau Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	169		0	26		
Speeding Violations	3,016		88	22		
HMV Violations	1,443		2	24		
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	4,628		90	72		
Seat Belt Violations	922		20	N/A		
Child Restraint Violations	41		-0-	N/A		
Number of Traffic Stops			130	261		
Number of Hours Worked			98.5	257		

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 2 Injury238 Property Damage1,678

Reporting Officer's Name Sgt. Jack Wimp

SOBRIETY CHECKPOINT YEAR END SUMMARY

AGENCY NAME: Cape Girardeau Police Department

Sobriety Checkpoint Project # 01-SA-09-2

Time -- 10:00 p.m. to 3:00 a.m.

Total number of sobriety checkpoints 2

Total number of cars stopped 336

Total number of times video camera used 6

Total number of times videotape used in court N/A

Total number of times PBT used 2

Total number of times PBT was the only probable cause test used N/A

Total number of man-hours 58

Total number of dollars spent \$1252.17

ARREST TOTALS

DWI 5 Drugs 1 License Violations 0

Total BAC 5 Total Refusals 0

Total Seat Belt Violations 0 Total Child Restraint Violations 0

Other 6

Age of Arrested DWI:

16-20 # 1 21-29 # 2 30-39 # 0 40-50 # 1 Over 50 # 1

**TITLE OF PROJECT: SPRINGFIELD SAFE COMMUNITIES—
TRAFFIC SAFETY ALLIANCE OF THE OZARKS
PROJECT NUMBER: 01-SA-09-3**

PROGRAM AREA(S)

Safe Communities

JURISDICTION SIZE

Greene & Christian Counties: 250,000

TYPE OF JURISDICTION

Springfield and Southwest Missouri Communities

TARGETED POPULATION(S)

People living, working, and traveling through the Safe Communities area.

PROJECT CHARACTERISTICS

The Springfield Safe Communities project is a comprehensive prevention and enforcement program that utilizes local injury and crash data to support prevention and countermeasure efforts. The Safe Community program works to accomplish increased knowledge of traffic safety issues and a reduction in traffic crashes through public information/education (PI/E) and enforcement efforts.

The PI/E efforts provide an avenue for developing partnerships, increasing program visibility, increasing awareness of traffic safety issues, and developing and implementing programs for a variety of age groups. The enforcement effort works to provide an increased awareness and visibility of traffic safety concerns affecting the program area.

PROBLEM IDENTIFICATION

Greene County has approximately 150,000 licensed drivers. The county seat, Springfield, is the third largest city in Missouri and consistently ranks in the top ten percentiles of fatal and personal injury traffic crashes. The community experienced a decrease from 4,032 to 3,967 persons injured from 1999 to 2000. According to the Missouri State Highway Patrol, Springfield ranked the third highest city overall for crashes in 2000 and third for alcohol-related crashes.

GOALS AND OBJECTIVES

The overall goal of the Springfield Safe Communities program is to enhance the existing Community Traffic Safety program by establishing various approaches to measure the impact of strategies used to reduce traffic-related injuries. Specific goals and objectives include:

Public Information/Education:

- Conduct a minimum of 5 drinking and driving-related programs.
- Conduct a minimum of 5 bicycle safety-related programs.
- Conduct the community-wide BIKING SPREE with various sponsors.
- Update the annual safety belt survey.
- Conduct a minimum of 5 safety belt-related programs.
- Conduct a minimum of 3 car safety seat checks.
- Provide materials and videos whenever needed and possible.

Enforcement:

- Hazardous Moving Violations—Reduce the overall number of traffic crashes 20% by increasing the number of patrol hours and number of violations written.
- DWI Enforcement—Increase the number of departmental DWI arrests by 10% as compared to the previous year and to decrease the number of DWI related crashes.
- Sobriety Checkpoints—Conduct four (4) sobriety checkpoints in Springfield.

STRATEGIES & ACTIVITIES

Various strategies and activities were conducted in order to meet the goals and objectives. These include numerous: 1) school programs targeting all ages from elementary to high school; 2) community programs including exhibits at safety fairs and presentations to groups; 3) coordination and implementation of safety events from drinking and driving projects, car seat check up events, bike safety programs and more.

Enforcement strategies were based on the project proposal and dealt with determining high accident locations and conducting enforcement activities targeting those locations, as well as targeting DWI enforcement at alcohol-related crash locations.

RESULTS

The goals and objectives were specifically achieved through the following:

Public Information/Education:

- 17 drinking and driving-related programs were completed reaching 3,353 people. Safety belt information was provided in the majority of these programs.
- 5 bicycle safety-related programs were completed reaching 597 people. This includes the community-wide BIKING SPREE which was sponsored by the Safe Communities Program, Cox Health Systems, St. John's Regional Health, McDonald's, A&B Cycle and Aaron Wm. Sachs and Associates.
- 8 car safety seat checks were held. Through those checks and individual appointments a total of 379 seats were checked; 119 seats were given to families in need.
- 2 car safety seat advocate trainings were held with 29 people being trained.
- 1 car safety seat technician training was held with 15 people trained.
- 11 safety belt-related programs were completed reaching 1,000 people in addition to those reached in driver's education classes (the number of people reached is reflected in the number noted under drinking and driving-related programs).

Enforcement:

- Hazardous Moving Violations:

Springfield Police Department, October 2000 – July 2001 (reports only available through July)

TRAFFIC CRASHES

CRASHES	1999-2000	2000-2001	DIFFERENCE
Fatals	11	7	-4
Injury	2,170	2,524	+354
Non-Injury	3,598	4,312	+714
Total	5,779	6,843	+1,064 (15.5%>)

A total of 1,478 HMV violations were written. The overall number of persons injured in a crash did decrease by 3%. Even though they did not meet their goal of 20%, they feel the program was a success because 124 fewer people were injured.

Sobriety checkpoint goals were met.

Contact MDHS Program Coordinator:
Mary Johnson @ 1-800-800-2358
Funds Expended: \$103,276.37 (402)

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 01-SA-09-3

Year: 2001

Agency Name: Springfield Safe Communities, Springfield Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project DWI Check Point
DWI Arrests	1,702	4		271		38
Speeding Violations	5,440	1,283		153		0
HMV Violations	10,554	191		346		0
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	17,696	1,478		770		38
Seat Belt Violations	1,064	378		4		0
Child Restraint Violations	127	15		0		0
Number of Traffic Stops		1,637		917		1,424
Number of Hours Worked		736.80		907.90		133.10

Total number of crashes for grant contract period (October 1, 2000 – September 30, 2001):

Fatal 7 Injury 2,524 Property Damage 4,312

Reporting Officer's Name Brenda Jackson

**TITLE OF PROJECT: HMV & SPEED ENFORCEMENT—MOBERLY
PROJECT NUMBER: 01-SA-09-4**

PROGRAM AREA

Safe Communities

JURISDICTION SIZE

Moberly—Population 14,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All drivers

PROJECT CHARACTERISTICS

This project provided overtime funding for the Moberly Police Department to enforcement hazardous moving violations and speed violations.

PROBLEM IDENTIFICATION

The problem was identified utilizing data analysis of accidents and summonses issued for hazardous moving violations and speed violations. The majority of traffic crashes in the City of Moberly occurred along Business US 63, which runs 4 miles through the City.

GOALS AND OBJECTIVES

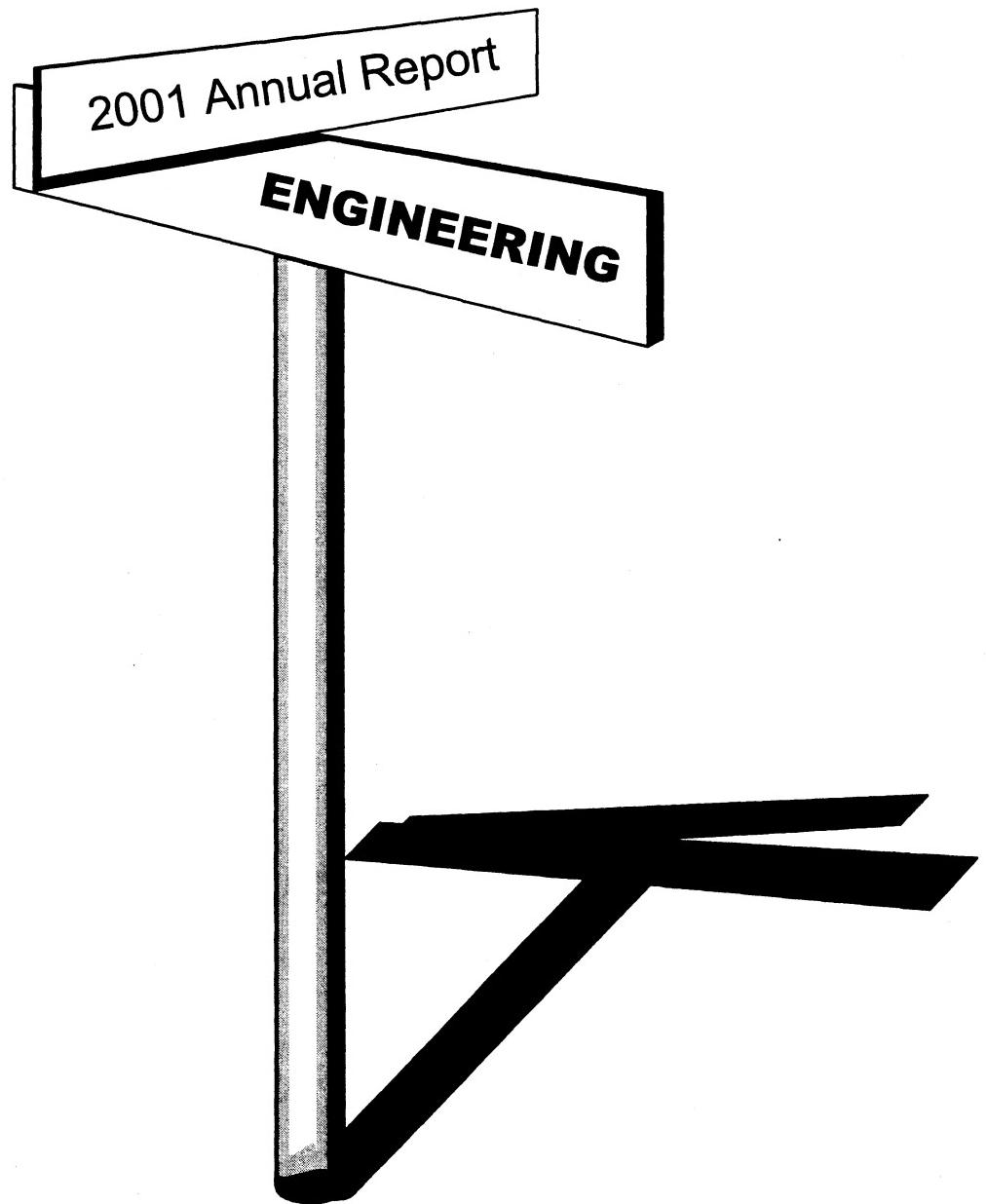
To reduce the number of traffic crashes on the portion of Business US 63 running through the City of Moberly by 20%

STRATEGIES & ACTIVITIES

Officers worked dedicated traffic enforcement along Business US 63 during Fridays, Saturdays and Mondays, the days on which most accidents occurred.

RESULTS

- During the period of May, June, July, August and September in 2000, there were 95 traffic crashes on Morley Street, US Business 63. During the same counting period in 2001, there were only 50 crashes on the same roadway—45 fewer crashes than the previous year or a 47% reduction.
- Officers made a total of 275 traffic stops, which resulted in the issuance of 287 summons and warnings during the enforcement period.



ENGINEERING SERVICES & DATA COLLECTION

The most effective traffic safety program includes three component parts: 1) Enforcement; 2) Education; and 3) Engineering. This program area identifies engineering issues and incorporates them into a comprehensive countermeasure effort. In addition, data collection supplements the engineering component—without the timely collection of statistics, none of the countermeasures would be complete.

BENCHMARKS

Established	Result
Production of the Traffic Safety Compendium in a timely fashion for easy use by traffic safety advocates, law enforcement agencies, media, and the general public	The Compendium was compiled, produced & distributed in July
Provide assistance to 40 local communities for traffic and bridge engineering	TEAP assessments were provided to 9 cities/counties; BEAP assessments were provided to 30 counties
Provide training for engineering professionals at workshops and the Annual Traffic Conference	100 individuals were trained at the 52 nd Annual Traffic Conference

Strategies

Identified	Implemented
Encode all accident reports into the STARS system, ensuring accuracy and efficiency	Accomplished through the STARS maintenance project
Utilize statistics to produce the annual Traffic Safety Compendium to assist MDHS & local communities in developing problem identification	Accomplished by the Statistical Analysis Center of the Missouri State Highway Patrol
Provide expertise and funding to assure communities are in compliance with uniform traffic codes and that the bridges within their jurisdictions are upgraded in terms of their safety	Accomplished through the TEAP & BEAP projects funded through MoDOT
Provide training to assure state and local engineers are kept abreast of current technology	Accomplished through projects funded through MoDOT
Train state and local traffic engineers and traffic personnel on new & updated traffic management programs	40 participants were trained in the Traffic Impact Analysis Course
Contract with Iowa State University to develop a Comprehensive Access Management Plan for Missouri	The Plan was developed; training will be presented to personnel who need to be aware of this information

**TITLE OF PROJECT: ENGINEERING SERVICES AND DATA COLLECTION
PROGRAM COORDINATION—MDHS
PROJECT NUMBER: 01-RS-11-1**

PROGRAM AREA

Engineering Services

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban and Rural

TARGETED POPULATION(S)

All Individuals traveling on Missouri's roadways

PROJECT CHARACTERISTICS

This in-house memo project provides funding to hire MDHS staff to administer activities within the program area (including travel and training).

PROBLEM IDENTIFICATION

Without adequate staff who are appropriately trained, the Division of Highway Safety will be ill-equipped to administer a statewide Highway Safety Plan that has the ability to impact traffic crashes in Missouri.

GOALS AND OBJECTIVES

To assure that projects within this program area are properly developed, administered, monitored, and evaluated.

STRATEGIES & ACTIVITIES

1. Assign program staff to program area
2. Train program staff as needed
3. Evaluate work annually

RESULTS

MDHS personnel are assigned to various program areas. Most personnel are specialists in one or two fields. Program staff were responsible for developing and negotiating contracts, assessing budgetary needs, monitoring projects, evaluating activities, and both presenting and receiving training.

Contact MDHS Program Coordinator:
Lisa Baker @ 1-800-800-2358
Funds Expended: \$1,034.89 (402)

**TITLE OF PROJECT: TRAFFIC SIGNING—MDHS
PROJECT NUMBER: 01-RS-11-2**

PROGRAM AREA

Engineering Services

JURISDICTION SIZE

Statewide—local jurisdictions

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Regional and Local Governmental Agencies

PROJECT CHARACTERISTICS

The traffic signing program is a federally-funded program with the purpose of assisting local agencies in the purchase of regulatory signs. Those agencies participating are required to obtain recommendations through a TEAP study or by recommendations provided by the Missouri Department of Transportation.

PROBLEM IDENTIFICATION

Local agencies having budgetary limitations are unable to replace or install traffic signing as needed. This results in regulatory signs to remain in place beyond their life expectancy or new signing required not to be erected thereby compromising traffic safety.

GOALS AND OBJECTIVES

To provide financial assistance to local agencies in updating or installing regulatory signs when budgetary constraints exist.

STRATEGIES & ACTIVITIES

Local agencies that have identified signing needs through TEAP studies or recommendations by the Missouri Department will then contact the MDHS for assistance. This assistance varies from year to year depending upon the need by local agencies.

The City of Fayette identified needs for the replacement of various regulatory signs within the city based upon recommendations from the Missouri Department of Transportation.

RESULTS

Funding through this project resulted in the purchase and replacement of 233 regulatory signs within the City of Fayette.

Contact MDHS Program Coordinator:
Randy Silvey @ 1-800-800-2358
Funds Expended: \$3,402.31 (402)

TITLE OF PROJECT: CRASH COUNTERMEASURE TRAINING (HAL)
PROJECT NUMBER: 01-RS-11-3

PROGRAM AREA

Engineering Services

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Local Jursidictions

PROJECT CHARACTERISTICS

This project was to provide training to local law enforcement and city engineer offices in the analysis of crash data and creating countermeasures to decrease the number of traffic crashes. Countermeasure development would identify solutions that could involve enforcement activities, educational programs, traffic engineering, or a combination of these areas. Due to a lack of instructors, the project was cancelled.

PROBLEM IDENTIFICATION**GOALS AND OBJECTIVES****STRATEGIES & ACTIVITIES****RESULTS**

Contact MDHS Program Coordinator:
Randy Silvey @ 1-800-800-2358
Funds Expended: -\$0- (402)

**TITLE OF PROJECT: BRIDGE & TRAFFIC ENGINEERING PROGRAMS—MODOT
PROJECT NUMBER: 01-RS-11-4****PROGRAM AREA(S)**

Engineering Services

JURISDICTION SIZE

Statewide—local jurisdictions

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Local County and Municipal Jurisdictions

PROJECT CHARACTERISTICS

Bridge Engineering Assistance Program (BEAP) is a federally funded program with the purpose of retaining private consulting firms with expertise in bridge engineering. These firms aid local public agencies with specific bridge engineering problems on their streets, roads, and highway systems (non-state systems). BEAP IS not intended to duplicate services already available to local agencies through the MoDOT district or Central Office. Traffic Engineering Assistance Program (TEAP) is a federally funded program with the purpose of retaining private consulting firms with expertise in traffic engineering to aid cities and counties with specific operational problems on their streets, roadways, and highways (non-state systems).

PROBLEM IDENTIFICATION

BEAP: Many of these local agencies and their political subdivisions have neither the funds nor the engineering expertise necessary to conduct effective bridge evaluations or determine bridge maintenance and repair priorities. These services are intended to be available to attack definite operational or structural problems presently being experienced on an existing bridge, and are not intended to be used for the development of detailed plans for new bridges. The consultant services provided under this program are intended to maximize the availability of professional advice or services to local public agencies with technician and drafting time minimized.

TEAP: Most cities and counties do not have personnel with expertise to perform the necessary traffic engineering analysis with their specific operational problems. Correction of these problems may require detailed assessment of traffic crash analysis, traffic counts, speed surveys, minor origin and destination studies, non-rapid transit studies, parking supply and demand, capacity analysis, lighting analysis and design, traffic control devices (inventory and layout), or traffic signal progression analysis and design, to name just some.

GOALS AND OBJECTIVES

BEAP: To provide local public agencies with the assistance necessary to study bridge engineering problems.

TEAP: To correct operational problems on city and county streets, roadways, and highways.

STRATEGIES & ACTIVITIES

BEAP: Local public agencies identify a bridge engineering problem within their jurisdiction and select a consulting firm from a list of consultants contracted by the Missouri Department of Transportation (MoDOT) for BEAP projects. The local public agencies then send MoDOT their request for bridge engineering assistance. If the local public agencies meet the criteria for participation in BEAP, selections will be made by MoDOT based on need and eligibility. Eligibility is based upon the local public agency lacking personnel with sufficient engineering expertise to conduct effective bridge evaluations and develop immediate structural repair procedures and details.

TEAP: Local agencies identify an operational problem within their jurisdiction and select a consulting firm from a list of consultants contracted by the Missouri Department of Transportation (MoDOT) for TEAP projects. The local agencies then send MoDOT their request for traffic engineering assistance. If the local agencies meet the criteria for participation in TEAP, selections will be made by MoDOT based on need and ability.

RESULTS

BEAP: The following 30 counties received consultant assistance: Atchison, Barton, Caldwell, Callaway, Cass, Cedar, Clark, Crawford, Dade, DeKalb, Gentry, Howard, Jasper, Johnson, Lafayette, Mercer, Miller, New Madrid, Newton, Pettis, Phelps, Platte, Ray, Schuyler, Shelby, St. Clair, St. Louis, Sullivan, Vernon, and Worth.

TEAP: The following 9 jurisdictions received consultant assistance: Boone County, Clayton, Concordia, DeSoto, Edina, Normandy, Phelps County, St. Peters, and University City.

Contact MDHS Program Coordinator:

Randy Silvey @ 1-800-800-2358

Funds Expended: \$122,521.67 (402)

**TITLE OF PROJECT: TRAINING & CONFERENCES—MODOT
PROJECT NUMBER: 01-RS-11-5**

PROGRAM AREA

Engineering Services

JURISDICTION SIZE

Statewide—local jurisdictions

TYPE OF JURISDICTION

Urban & Rural

TARGETED POPULATION

Regional and Local Governmental Agencies

PROJECT CHARACTERISTICS

The traffic training and conferences program is a federally funded program with the purpose of making regional and local government agencies aware of the standards, methods, and new developments used to ensure the safety of the traveling and pedestrian public.

PROBLEM IDENTIFICATION

On the regional and local government level there exists a lack of trained personnel in traffic engineering. Often the task of evaluating or recognizing traffic problem areas lies with personnel whose primary responsibilities are directed elsewhere. Their training and qualifications are not always related to traffic or safety engineering.

GOALS AND OBJECTIVES

The Annual Traffic Conference program is to provide a forum for the discussion of highway safety engineering topics and include speakers from both the public and private sectors.

The Traffic Safety Workshops and Manuals program will provide training for regional and local personnel in areas of traffic safety.

STRATEGIES & ACTIVITIES

The Highway Safety Advisory Committee (HSAC) met twice during the year to discuss the Annual Traffic Conference and Traffic Safety Workshops. Local and state agencies were invited to discuss topic selection for the conference and workshops. Based on these meetings and surveys of regional and local government agencies, an agenda was set for the conference and workshops.

RESULTS

There were approximately 100 attendees at 52nd Annual Traffic Conference and Workshops held on May 14–16, 2001 in Columbia, Missouri. A questionnaire was provided to attendees with the results used as a guide in the planning process for the 53rd Annual Traffic Conference and Workshops.

Contact MDHS Program Coordinator:
Randy Silvey @ 1-800-800-2358
Funds Expended: \$10,405.12 (402)

**TITLE OF PROJECT: STATEWIDE TRAFFIC ANALYSIS REPORTING SYSTEM
(STARS) MAINTENANCE—MSHP
PROJECT NUMBER: 01-RS-11-6 & 01-RS-11-7**

PROGRAM AREA

Engineering Services and Data Collection

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban and Rural

TARGETED POPULATION(S)

All drivers committing traffic violations

PROJECT CHARACTERISTICS

The Statistical Analysis Center (SAC), an integral part of the Missouri State Highway Patrol Information Systems Division, operates as an analytical and statistical resource center for the executive branches of government at both State and local levels. The SAC not only provides traffic safety information and research services but also is tasked with providing similar types of services in the area of criminal justice. The fiscal and personnel resource demands on the SAC are extremely heavy. With adequate funding maintenance, the SAC can provide MDHS with information and research support services to complete the tasks needed to assure Missouri's Highway Safety Plan is data driven and can be properly evaluated.

PROBLEM IDENTIFICATION

Providing sophisticated information support services and research capabilities is an essential ingredient in the development of comprehensive traffic safety programs at the State and Federal levels. The Traffic Division at the Highway Patrol is the repository for all traffic accident reports. All accident reports are entered into the state system at that location. This cannot be accomplished effectively and in a timely manner without overtime hours to encode accident reports, modify report forms, print accident reports, and prepare manuals.

It is a necessity, in order to develop an effective data-driven Highway Safety Plan for the State of Missouri, that the Missouri Division of Highway Safety have access to detailed traffic statistics. The Division of Highway Safety, the agency charged with development and implementation of this plan, does not have the ability to collect and analyze state crash statistics.

GOALS AND OBJECTIVES

1. Provide concise, timely & detailed statistics to assist state and local traffic safety agencies in their operational planning
2. Provide statistical traffic crash reports to legislators, law firms, safety advocates, etc. as requested
3. Educate law enforcement agencies on the proper method of completing accident reports
4. Assure rapid entry of accident reports into mainframe database to have current statistics for countermeasure efforts

STRATEGIES & ACTIVITIES

- Provide information and research services to support the MDHS problem and program analysis work effort. Support development and maintenance of traffic safety information systems deemed important by the Division to increase its traffic safety analytical capabilities and to support its grant management and administrative functions.
- Properly forecast needs of requests for statistics and remain current on software upgrades
- Properly forecast the number of accident reports forms needed to assure an adequate supply for all requesting law enforcement agencies
- Determine number of hours needed to encode reports within an acceptable time frame

RESULTS

- The Statistical Analysis Center (SAC) compiled, printed and disseminated the following standardized traffic safety support documents: *Missouri Traffic Safety Compendium*; *Missouri Holiday Crashes Report*; *Missouri Emergency Service Vehicle Crashes Report*; and *Missouri Deer Crash Report*.
- SAC produced 137 TRACE reports, 6 other detailed reports, and 83 tables/graphics. These were distributed to as follows: Various Highway Patrol divisions and/or troops; State Representatives/Senators; Law Enforcement agencies; State and local government agencies; law firms; insurance companies; universities; private companies; media; not-for-profit organizations; and private citizens.
- 175,631 accident reports were encoded for the period 10-01-00 through 8-30-01 compared to 158,251 reports for the corresponding time frame in the previous year
- 1,400 traffic summaries were distributed
- Three Missouri law enforcement agencies with a jurisdictional population of over 1,000 did not participate in the STARS program. In December 2000, correspondence was mailed to law enforcement agencies authorized to investigate traffic crashes reminding them that year 2000 accident reports must be at the MSHP Traffic Division by January 30, 2001. Follow-up telephone contacts were made to 26 police agencies regarding this matter.
- 11 STARS accident/classification training sessions were presented to representatives from 105 police agencies
- MSHP Public Information and Education Officers made 171 contacts to STARS agencies
- Traffic Division Personnel worked approximately 945 overtime hours during a six-month period and processed 26,989 accident reports. At the present time there is approximately a 1.5-month backlog. Without the overtime funding, however, the backlog would have easily been doubled.
- 560 cases of paper were ordered for accident reports and related materials as were 33,000 accident investigation notebooks and 2,000 accident diagramming templates. Additionally, 1,000 coroners' kits were purchased for coroners and medical examiners to use for BAC testing of traffic fatality victims.
- The Missouri Traffic Records Committee met on several occasions during this grant period. The Standing committee revised the Missouri Uniform Accident Report which will be implemented on January 1, 2002. The STARS systems will be merged with MoDOT's Transportation Management System by January 15, 2002. This merger will allow STARS to utilize client/server, graphical user interface, and internet based business technology.

Contact MDHS Program Coordinator:
Bill Whitfield @ 1-800-800-2358
Funds Expended: \$63,165.21 (402)

**TITLE OF PROJECT: ENGINEERING SERVICES & DATA COLLECTION—MODOT
PROJECT NUMBER: 01-157-RS-11****PROGRAM AREA**

Engineering (157)

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Urban & Rural

TARGETED POPULATION

Local & State Traffic Engineers & Personnel

PROJECT CHARACTERISTICS

This project provided funding to facilitate training of local and state traffic engineers and traffic personnel on new and updated traffic management programs and also to develop a Comprehensive Access Management Plan for the State of Missouri.

PROBLEM IDENTIFICATION

1. On the local government level there exists a lack of trained personnel in traffic engineering. Often the task of evaluating or recognizing traffic problem areas lies with personnel whose primary responsibilities are directed elsewhere. Their training and qualifications are not always related to traffic or safety engineering. This, therefore, becomes a support problem in that trained personnel are needed who are aware of the standards, methods and new developments used to ensure the safety of the traveling and pedestrian public. In addition, it is imperative that state engineers be kept abreast of these standards and developments and are aware of what training is being imparted to the local engineers.
2. Missouri lacked a comprehensive plan to address safety improvements, hazard elimination and access management.

GOALS AND OBJECTIVES

1. To provide quality training for traffic engineering personnel at the local and state level
2. To develop a Comprehensive Access Management Plan for the State of Missouri

STRATEGIES & ACTIVITIES

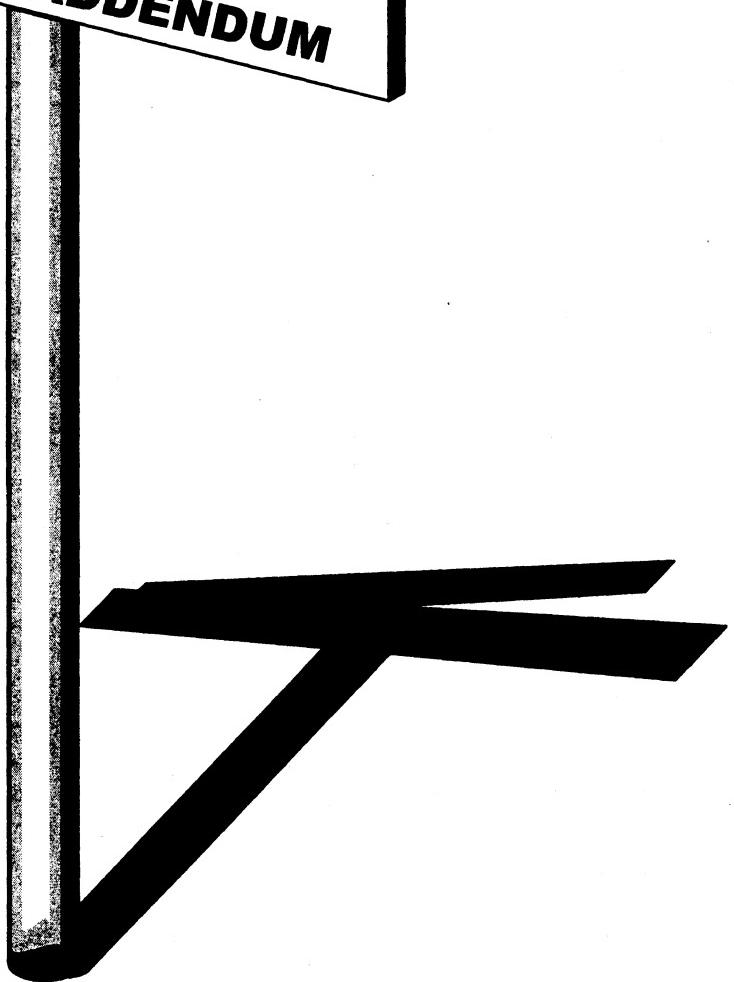
1. Offer training course for Traffic Engineers and Permit Personnel
2. Contract with the Center for Transportation Research and Education at Iowa State University to develop the Plan

RESULTS

1. The *Traffic Impact Analysis Course* was offered for 40 participants on October 3 & 4 in Jefferson City.
2. The Comprehensive Access Management Plan for Missouri has been developed and will be presented to MoDOT staff, municipal planning officials, and local traffic engineering staff through training courses designed to institute a statewide plan for safety improvements, hazard elimination and access management.

2001 Annual Report

**BUDGET
ADDENDUM**



U.S. Department of Transportation National Highway Traffic Safety Administration

State: Missouri

Federal Reimbursement Voucher

Page: 1

2001-VOU-14

Date: 12/17/2001

Reimbursement Info

Posted: 12/17/2001

Claim Period: 11/01/2001 - 11/30/2001

2001-ADV-14 - \$124,336.98

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
NHTSA								
NHTSA 402								
<i>Planning and Administration</i>								
	PA-2001-01-00-00		\$150,000.00	\$.00	\$222,941.29	\$115,241.29	\$115,166.29	\$75.00
	Planning and Administration Total		\$150,000.00	\$.00	\$222,941.29	\$115,241.29	\$115,166.29	\$75.00
<i>Alcohol</i>								
	AL-2001-03-00-00		\$499,865.00	\$.00	\$357,648.62	\$357,648.62	\$336,086.80	\$21,561.82
	Alcohol Total		\$499,865.00	\$.00	\$357,648.62	\$357,648.62	\$336,086.80	\$21,561.82
<i>Occupant Protection</i>								
	OP-2001-05-00-00		\$154,000.00	\$.00	\$109,457.78	\$109,457.78	\$109,153.44	\$304.34
	Occupant Protection Total		\$154,000.00	\$.00	\$109,457.78	\$109,457.78	\$109,153.44	\$304.34
<i>Police Traffic Services</i>								
	PT-2001-02-00-00		\$2,054,514.53	\$1,341,500.00	\$2,751,497.52	\$2,053,497.34	\$1,954,862.83	\$98,634.51
	Police Traffic Services Total		\$2,054,514.53	\$1,341,500.00	\$2,751,497.52	\$2,053,497.34	\$1,954,862.83	\$98,634.51
<i>Traffic Records</i>								
	TR-2001-06-00-00		\$130,896.00	\$.00	\$107,989.57	\$107,989.57	\$107,989.57	\$.00
	Traffic Records Total		\$130,896.00	\$.00	\$107,989.57	\$107,989.57	\$107,989.57	\$.00
<i>Youth Alcohol</i>								
	YA-2001-03-00-00		\$388,553.80	\$.00	\$342,963.90	\$342,963.90	\$338,449.36	\$4,514.54
	Youth Alcohol Total		\$388,553.80	\$.00	\$342,963.90	\$342,963.90	\$338,449.36	\$4,514.54
<i>Safe Communities</i>								
	SA-2001-09-00-00		\$208,919.18	\$.00	\$195,972.38	\$195,972.38	\$193,578.94	\$2,393.44
	Safe Communities Total		\$208,919.18	\$.00	\$195,972.38	\$195,972.38	\$193,578.94	\$2,393.44
<i>Roadway Safety</i>								
	RS-2001-11-00-00		\$230,163.89	\$.00	\$205,521.25	\$205,521.25	\$197,530.43	\$7,990.82

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Missouri

Federal Reimbursement Voucher

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2001-VOU-14

Date: 12/17/2001

Reimbursement Info

Posted: 12/17/2001

Claim Period: 11/01/2001 - 11/30/2001

2001-ADV-14 - \$124,336.98

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
	Roadway Safety Total		\$230,163.89	\$0.00	\$205,521.25	\$205,521.25	\$197,530.43	\$7,990.82
	NHTSA 402 Total		\$3,816,912.40	\$1,341,500.00	\$4,293,992.31	\$3,488,292.13	\$3,352,817.66	\$135,474.47
157 Incentive Funds								
	157AL-2001-03-00-00		\$223,500.00	\$44,000.00	\$133,602.50	\$107,602.50	\$107,602.50	\$0.00
	157 Alcohol Total		\$223,500.00	\$44,000.00	\$133,602.50	\$107,602.50	\$107,602.50	\$0.00
157 Police Traffic Services								
	157PT-2001-00-00-00		\$145,776.00	\$42,300.00	\$133,489.20	\$108,139.20	\$108,139.20	\$0.00
	157 Police Traffic Services Total		\$145,776.00	\$42,300.00	\$133,489.20	\$108,139.20	\$108,139.20	\$0.00
157 Roadway Safety								
	157RS-2001-00-00-00		\$113,128.21	\$8,000.00	\$24,717.88	\$19,717.88	\$19,717.88	\$0.00
	157 Roadway Safety Total		\$113,128.21	\$8,000.00	\$24,717.88	\$19,717.88	\$19,717.88	\$0.00
	157 Incentive Funds Total		\$482,404.21	\$94,300.00	\$291,809.58	\$235,459.58	\$235,459.58	\$0.00
405 Occupant Protection								
	J2-2001-05-00-00		\$143,774.36	\$0.00	\$166,637.83	\$119,181.83	\$141,816.83	-\$22,635.00
	405 Occupant Protection Total		\$143,774.36	\$0.00	\$166,637.83	\$119,181.83	\$141,816.83	-\$22,635.00
2003B Child Pass. Protect								
	J3-2001-05-00-00		\$337,825.71	\$0.00	\$3,424.66	\$2,718.66	\$2,718.66	\$0.00
	2003B Child Pass. Protect Total		\$337,825.71	\$0.00	\$3,424.66	\$2,718.66	\$2,718.66	\$0.00
New 410 Alcohol								
	J8-2001-03-00-00		\$1,398,415.58	\$0.00	\$793,136.20	\$576,436.20	\$564,938.69	\$11,497.51
	New 410 Alcohol Total		\$1,398,415.58	\$0.00	\$793,136.20	\$576,436.20	\$564,938.69	\$11,497.51
411 Data Program								
	J9-2001-00-00-00		\$497,896.46	\$0.00	\$300,200.95	\$221,900.95	\$221,900.95	\$0.00
	411 Data Program Total		\$497,896.46	\$0.00	\$300,200.95	\$221,900.95	\$221,900.95	\$0.00

U.S. Department of Transportation National Highway Traffic Safety Administration

Federal Reimbursement Voucher

2001-VOU-14

State: Missouri

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Reimbursement Info

Date: 12/17/2001

2001-ADV-14 - \$124,336.98

Posted: 12/17/2001

Claim Period: 11/01/2001 - 11/30/2001

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
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154 Transfer Funds

154AL-2001-03-00-00	\$10,320.00	\$4,500.00	\$10,320.00	\$10,320.00	\$10,320.00	\$10,320.00	\$0.00
154 Alcohol Total	\$10,320.00	\$4,500.00	\$10,320.00	\$10,320.00	\$10,320.00	\$10,320.00	\$0.00
154 Transfer Funds Total	\$10,320.00	\$4,500.00	\$10,320.00	\$10,320.00	\$10,320.00	\$10,320.00	\$0.00

164 Transfer Funds

164AL-2001-03-00-00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
164 Alcohol Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
164 Transfer Funds Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
NHTSA Total	\$6,687,548.72	\$1,440,300.00	\$5,859,521.53	\$4,654,309.35	\$4,529,972.37	\$124,336.98	
Total	\$6,687,548.72	\$1,440,300.00	\$5,859,521.53	\$4,654,309.35	\$4,529,972.37	\$124,336.98	

Note: The amounts for 2003B - 337,825.71
 have been backed out of the \$6,349,723.01
 totals; that grant requires
 submission of a separate annual report

I CERTIFY, that in accordance with the laws of the state and under the terms of the approved program(s) area that actual costs claimed have been incurred and have not previously been presented for payment.

(APPROVAL AND PAYMENT ARE SUBJECT TO ADJUSTMENT, YEAR-END AUDIT OR OTHER APPROPRIATE REVIEW)

State Official:

